

Luas Finglas

Environmental Impact Assessment Report 2024

Chapter 20: Cultural Heritage



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GLOSSARY OF FREQUENTLY USED TERMS

Term	Definition
AAP	Areas of Archaeological Potential
ACA	Architectural Conservation Area
AGS	An Garda Síochána
ASI	Archaeological Survey of Ireland
CHC	Cultural Heritage Constraint
CA	Conservation Area
DCC	Dublin City Council
DCAA	Dublin City Archaeological Archive
DCIHR	Dublin City Industrial Heritage Record
DAHG	Department of Arts, Heritage and the Gaeltacht
DAHGI	Department of Arts, Heritage, Gaeltacht and Islands
DHLGH	Department of Housing, Local Government and Heritage
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
ERO	Enforceable Railway Order
FCC	Fingal County Council
GAA	Gaelic Athletic Association
ICOMOS	International Council on Monuments and Sites
LRT	Light Rail Transit
LRV	Light Rail Vehicle
MGWR	Midland and Great Western Railway
MHLGH	Minister of Housing, Local Government and Heritage
NIAH	National Inventory of Architectural Heritage
NMI	National Museum of Ireland
NMS	National Monuments Service
OCS	Overhead Contact System
OPW	Office of Public Works
PO	Preservation Order
RMP	Record of Monuments and Places
RPS	Record of Protected Structures
SMR	Site and Monuments Record
SuDS	Sustainable Drainage Systems
TICCIH	The International Committee for the Conservation of the Industrial Heritage
TII	Transport Infrastructure Ireland
ZAP	Zone of Archaeological Potential
ZON	Zone of Notification

SECTION 20: CULTURAL HERITAGE

20.1 Introduction

20.1.1 Purpose of this Report

This is the Cultural Heritage chapter of the Environmental Impact Assessment Report (EIAR), and it describes and evaluates the existing baseline environment that is likely to be impacted by the proposed Scheme as described in Chapter 5 (Description of the Proposed Scheme) and Chapter 6 (Construction Activities) of the EIAR.

This Chapter describes and assesses the likely direct and indirect significant effects of the proposed Scheme on Cultural Heritage, in accordance with the requirements of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (i.e. the EIA Directive) (European Union, 2014a). This Chapter also provides a characterisation of the receiving environment within the proposed Scheme and within a wider study area in the vicinity of the proposed Scheme (see section 20.2.1).

The cultural heritage resource encompasses tangible constraints including, but not limited to, archaeological constraints, architectural heritage constraints, including associated lands, industrial heritage, vernacular structures, objects, underwater archaeological remains, historic street furniture and paving, museums, statues and commemorative plaques. Where constraints have been included in more than one dataset (e.g. Record of Monuments and Places (RMP), Record of Protected Structures (RPS), National Inventory of Architectural Heritage (NIAH) and Dublin City Industrial Heritage Record (DCIHR)) they were cross-checked to avoid the duplication of information and double counting of constraints. All designations relevant to each constraint are identified in section 20.3.2 (Table 20-8). Where such duplications occur the statutory rating of the relevant constraint is of primary concern.

The cultural heritage resource also encompasses intangible constraints including folklore, oral tradition, sports, religion, traditional crafts, language and historical associations which may be multifaceted in nature and incorporate attributes of archaeological, architectural, cultural and industrial heritage significance.

The chapter begins with a description of the methodology used to establish the baseline environment and to assess impacts (section 20.2) and this is then followed by sections providing descriptions of the baseline environment (section 0), likely significant impacts (section 20.4), mitigation and monitoring measures (section 20.5), residual impacts (section 20.6), difficulties encountered in compiling information (section 20.7) and a list of references (section 20.9).

This Chapter should be read in conjunction with the following Chapters, and their Appendices, which present related impacts arising from the proposed Scheme and proposed mitigation measures to ameliorate the predicted impacts:

- Chapter 8 (Population);
- Chapter 10 (Water);
- Chapter 11 (Land and Soils);
- Chapter 12 (Land Take);
- Chapter 15 (Noise & Vibration);
- Chapter 17 (Infrastructure and Utilities); and
- Chapter 21 (Landscape and Visual).

Limits of deviation have been set for the proposed Scheme and this is addressed in the LODs Wider Effects Report provided in Volume 5 - Appendix A5.2.

20.1.2 Outline Scheme Description

The proposed Scheme comprises a high-capacity, high-frequency light rail running from Broombridge to Charlestown, connecting Finglas and the surrounding areas with Dublin’s wider public transport network by providing a reliable, and efficient public transport service to the city centre via Broombridge.

As shown in Volume 4 - Map Figure 1-1, starting from Broombridge, the proposed Scheme travels northwards, crossing the Royal Canal and the Maynooth railway line adjacent to Broome Bridge. It then runs adjacent to the east of Broombridge Road and the Dublin Industrial Estate. It then crosses the Tolka Valley Park before reaching the proposed St Helena’s Stop and then proceeds northwards towards the proposed Luas Finglas Village Stop. From here, the route passes through a new corridor created within the Finglas Garda Station car park, making its eastern turn onto Mellowes Road. The route then proceeds through Mellowes Park, crossing Finglas Road, towards the proposed St Margaret’s Road Stop. Thereafter, the proposed line continues along St Margaret’s Road before reaching the terminus Stop proposed at Charlestown.

The proposed Scheme has been designed to interchange with existing and future elements of the transport network including interchange opportunities with bus networks at all the new Stops and with mainline rail services at Broombridge, and a Park & Ride facility to intercept traffic on the N/M2. In addition, the proposed Scheme through the inclusion of integrated cycle lanes and cycling infrastructure sets out to facilitate multimodal "cycle-LRT trips" as a key aspect of the Luas Finglas scheme.

The proposed Scheme will comprise a number of principal elements as outlined in Table 20-1 and Table 20-2. A full description of the proposed Scheme is provided in the following chapters of this EIAR:

- Chapter 1 (Introduction);
- Chapter 5 (Description of the proposed Scheme); and
- Chapter 6 (Construction Activities).

Table 20-1: Overview of the Key Features of the proposed Scheme

Scheme Key Features	Outline Description
Permanent Scheme Elements	
Light Rail track	3.9km extension to the Luas Green Line track from Broombridge to Finglas (2.8km of grass track, 700m of embedded track and 360m of structure track)
Depot Stabling facility	A new stabling facility (with stabling for eight additional LRVs) will be located just south of the existing Broombridge terminus, as an extension of the Hamilton depot area.
Luas Stops	Four Stops located at: St Helena's, Finglas Village, St Margaret's Road and Charlestown to maximise access from the catchment area including the recently re-zoned Jamestown Industrial Estate.
Main structures	Two new Light Rail Transit (LRT) bridges will be constructed as part of the proposed Scheme: a bridge over the River Tolka within the Tolka Valley Park and a bridge over the Royal Canal and the Iarnród Éireann (IÉ) railway line at Broombridge. A number of existing non-residential buildings shall be demolished to facilitate the proposed Scheme. In addition, the existing overbridge at Mellowes Park will be demolished.
At grade signalised junctions	10 at grade signalised junctions will be created at: Lagan Road, Ballyboggan Road, Tolka Valley Road, St Helena’s Road, Wellmount Road, Cappagh Road, Mellowes Road, North Road (N2), McKee Avenue, Jamestown Business Park entrance. Note: The junction at Charlestown will be reconfigured but does not have an LRT crossing.
Uncontrolled crossings	13 at grade uncontrolled crossings (11 pedestrian / cycle crossings and two local accesses located at: Tolka Valley Park, St Helena’s, Farnham pitches,

Scheme Key Features	Outline Description
	Patrickswell Place, Cardiff Castle Road, Mellows Park, St Margarets Road, and ESB Networks).
Cycle facilities	Cycle lanes are a core part of the proposed Scheme in order to facilitate multimodal “cycle-LRT trips”. Approximately 3km of segregated cycle lanes and 100m of non-segregated cycle lanes along the route. Covered cycle storage facilities will be provided at Broombridge Terminus, Finglas Village Stop and St Margaret’s Stop and within the Park & Ride facility. “Sheffield” type cycle stands will be provided at all stop locations.
Power substations	Two new traction power substations for the proposed Scheme will be located near Finglas Village Stop behind the existing Fire Station, and near the N2 junction before St Margaret’s Road Stop where the current spiral access ramp to the pedestrian overbridge is located. A third substation is required for the Park & Ride facility.
Park & Ride facility	A new Park & Ride facility, with e-charging substation, located just off the M50 at St Margaret’s Stop will be provided with provision for 350 parking spaces and secure cycle storage. The building will feature photovoltaic (PV) panel roofing and is the location for an additional radio antenna. This strategic Park & Ride connecting the N2/M50 to the city centre will increase the catchment area of the proposed Scheme.
Temporary Scheme Elements	
Construction compounds	There will be three principal construction compounds, two located west of Broombridge Road and one located at the northern extents of Mellows Park. In addition, there are other secondary site compound locations for small works/storage. Details can be found in Chapter 6 (Construction Activities) of this EIAR.

Table 20-2: Summary of New Bridges of the proposed Scheme

Identity	Location	Description
Royal Canal and Rail Bridge	Approximately 10m east of the existing Broome Bridge and then continuing north, parallel with Broombridge Road on its east side	The proposed bridge is an eight-span structure consisting of two main parts: a variable depth weathering steel composite box girder followed by a constant depth solid concrete slab. The bridge has the following span arrangement: 35 + 47.5 + 30 + 17 + 3x22 + 17m. Steel superstructure extends over the first three spans. The bridge deck is continuous over the full length of 212.5m and has solid approach ramps at both ends.
Tolka Valley Park Bridge	Approximately 30m west of the existing Finglaswood Bridge	A three-span structure with buried end spans, thus appearing as a single span bridge. End spans as well as part of the main span consist of post-tensioned concrete variable depth girder, the central section of the main span is a suspended weathering steel composite box girder. The overall length of the bridge is 65m with spans 10m, 45m, 10m.

20.2 Methodology

20.2.1 Study Area

There are no published guidelines which define the extent of the study area to be applied in the assessment of the potential impacts on cultural heritage constraints during Construction and Operational Phases of light rail projects. The determination of the appropriate study area for this assessment is, therefore, based on professional judgement, discussions with TII Project Archaeologist, best practice as established by published EIARs for light rail projects (e.g. MetroLink EIAR, 2022) and with regard to the Guidelines for Cultural Heritage Impact Assessment of TII National Road and Greenway Projects (TII, 2024).

The extent of the study area assessed during the compilation of this chapter is identified in Table 20-3 and extends from either side of the proposed Scheme boundary. The study area varies along the alignment of the proposed Scheme and reflects the nature of the receiving baseline environment. The study area reviewed for archaeological, industrial heritage and cultural heritage constraints extends for 100m from either side of the proposed Scheme boundary in urban areas and 250m in greenfield areas. The study area reviewed for architectural heritage constraints extends for 50m from either side of the proposed Scheme boundary in urban areas and 100m in greenfield areas. Where constraints listed in the RPS or NIAH have also been included in the RMP / SMR, then a study area comprising 100m from either side of the proposed Scheme boundary in urban areas and 250m in greenfield areas has been applied. Where constraints, such as demesne lands, are adjacent to the study area boundary, assessment of the entirety of the constraint was carried out to ensure that all likely significant impacts were assessed.

For specific types of non-statutory constraints with defined extents or routes, such as Areas of Archaeological Potential (AAP), townland boundaries, street furniture, including paving, statues and memorials, as well as churches, sport facilities and theatres, the study area was limited to the proposed Scheme boundary. Exceptions to this were applied in the instances of constraints with above ground registers where indirect impacts on their associated settings will have the potential to occur.

To ensure all potential direct and indirect impacts are assessed, the study area encompasses all lands within the proposed Limits of Deviation and all temporary and permanent land takes for the proposed Scheme (refer to Volume 5 - Appendix A5.2). As direct impacts on constraints will only arise where ground disturbance will take place at their locations, and any indirect visual, vibration or settlement impacts will be restricted to constraints with above ground registers, the extent of the assessed study area is deemed to be conservative and precautionary.

All constraints identified within the study area have been assigned a unique identifying number that is prefixed by 'CHC' (Cultural Heritage Constraint) (see Table 20-8). Location maps for these constraints are provided in Volume 4 – Map Figure 20-1 of this EIAR.

Table 20-3: Study areas

Criteria	Urban Areas	Greenfield Areas
National Monuments, archaeological sites recorded in the RMP and Site and Monuments Record (SMR) and their respective Zones of Archaeological Potential and archaeological sites identified through archaeological investigations.	100m	250m
Architectural Conservation Areas (ACAs), Conservation Areas (CA), RPS and NIAH	50m	100m
Industrial Heritage constraints	100m	250m
Cultural Heritage constraints	100m	250m
Areas of Archaeological Potential	100m	250m
Townland boundaries	Within proposed Scheme boundary	Within proposed Scheme boundary
Non-statutory cultural heritage constraints (e.g. street furniture, statues and memorials (including Blue Plaques), churches and theatres)	Within proposed Scheme boundary	Within proposed Scheme boundary

20.2.2 Relevant Guidelines, Policy and Legislation

The cultural heritage assessment entailed a comprehensive review of the following legislation, policy, plan and guideline sources:

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999;
- Architectural Heritage Protection Guidelines for Planning Authorities; (DAHG 2011);
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs (now Minister of Housing, Local Government and Heritage; MHLGH) and Transport Infrastructure Ireland (TII), (TII, DHLGH 2017);
- ‘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;
- Dublin City Development Plan 2022-2028;
- Fingal Development Plan 2023-2029;
- Frameworks and Principles for the Protection of the Archaeological Heritage, Department of Arts, Heritage, Gaeltacht and Islands (DAHGI 1999);
- Garden and Park Structures Listing Selection Guide, (Historic England 2017);
- Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, (ICOMOS 2011);
- Guidelines for Conservation of Built Heritage, (Waterways Ireland 2015);
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, (EPA 2022);
- Guidelines for Cultural Heritage Impact Assessment of TII National Road and Greenway Projects, (TII 2024);
- Heritage Act 1995 (as amended);
- Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023;
- Land Contamination and Archaeology Good Practice Guidance, (Historic England 2017);
- National Inventory of Architectural Heritage (NIAH) Handbook (NIAH 2024);
- National Monuments Act 1930 (as amended);
- Planning and Development Act 2000 (as amended);
- Projects Revised Advice Notes for Preparing Environmental Impact Statements, (EPA 2015);
- Representative List of the Intangible Cultural Heritage of Humanity (UNESCO 2017, 2018 and 2018);
- ‘The Dublin Principles’ Joint International Council on Monuments and Sites (ICOMOS) and the International Committee for the Conservation of the Industrial Heritage (TICCIH) Principles for The Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes (ICOMOS 2011);
- Street Furniture Listing Selection Guide, (Historic England 2017); and
- Understanding Historic Buildings. A Guide to Good Recording Practice, (Historic England 2016).

The Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 was signed into law on October 13, 2023. The DHLGH have published guidance¹ in relation to this Act which provides an overview of its current status, and this is summarised hereafter. While the Act is now law most of its provisions will not enter into force until the MHLGH has made one or more “Commencement Orders”. This means that section 7 of the Act which provides for the repeal of the National Monuments Act 1930 (as amended) and related legislation have not come into force. Accordingly, the National Monuments Act 1930 (as amended) remains fully in force and still applies to the preparation of this EIAR. The Act also contains transitional provisions which will, if necessary, enable certain aspects of the existing National Monuments Act 1930 (as amended) to continue in operation notwithstanding their repeal post-commencement of the Act while successor provisions are being brought fully into operation. This includes provisions enabling the RMP to continue to have effect pending the future establishment of a new Register of Monuments.

¹ <https://www.archaeology.ie/news/enactment-of-historic-and-archaeological-heritage-and-miscellaneous-provisions-act-2023-and>

20.2.3 Data Collection and Collation

20.2.3.1 Data Sources

The following sources (documentary, cartographic and databases) were consulted in order to (a) establish the cultural heritage baseline environment within the study area, (b) to identify the documented cultural heritage constraints within the study area, and (c) to identify any previously unrecorded constraints. This was further informed by non-invasive and invasive cultural heritage assessments described in Sections 20.2.3.2 and 20.2.3.3 below. The programme of desktop research encompassed systematic reviews of the following sources:

- Aerial/Satellite imagery (Ordnance Survey of Ireland, Bing and Google Earth Pro);
- Cartographic and documentary sources relating to the study area;
- Database of Irish Excavations (1970-2024);
- Dublin City Archaeological Archive;
- Dublin City Development Plan 2022-2028;
- Dublin City Industrial Heritage Record (DCIHR);
- Dublin County Heritage webmap;
- Fingal Development Plan 2023-2029;
- Geological Survey of Ireland LiDAR datasets;
- Geological Survey of Ireland industrial heritage database;
- Irish Architectural Archive;
- Jamestown Masterplan (DCC);
- Monuments subject to Preservation Orders;
- National Inventory of Architectural Heritage: Building and Garden Surveys;
- National Inventory of Intangible Cultural Heritage;
- National Library of Ireland digital collection;
- National Monuments in State Care Database;
- Record of Monuments and Places (RMP) for County Dublin;
- Register of Historic Monuments;
- Sites and Monuments Record (SMR) for County Dublin;
- Placenames Database of Ireland;
- The Royal Canal Architectural, Engineering and Industrial Heritage Assessment, Waterways Ireland and Headland Archaeology 2007;
- TII Digital Repository;
- Topographical files of the National Museum of Ireland (NMI);
- United Nations Educational, Scientific and Cultural Organization (UNESCO): properties inscribed on the World Heritage List and those nominated for inclusion on the tentative list; and
- Waterways Ireland Digital Archive.

UNESCO World Heritage Properties

There are two UNESCO World Heritage Sites in Ireland, and these comprise Brú na Bóinne and Sceilig Mhichíl (Skellig Michael), neither of which are located within the study area. While ‘The Historic City of Dublin’ was included in a Tentative List for nomination as a UNESCO World Heritage Site in 2010, it has not been included in a revised 2022 Tentative List submitted to UNESCO by the MHLGH.² This has replaced the 2010 list and by default the ‘Historic City of Dublin’ is removed from the Tentative List.

Dublin was designated the 4th UNESCO City of Literature in 2010 as part of the UNESCO Creative Cities Network. Creativity criteria comprise Crafts and Folk Art, Design, Film, Gastronomy, Literature, Music and Media Arts. Ireland’s application for Dublin referenced its association with James Joyce and Ulysses, including the annual Bloomsday and Dublin Literature Festivals. Ireland has also inscribed three intangible

² <https://whc.unesco.org/en/tentativelists/?action=listtentative&state=ie&order=states>

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

A National Monument is described in Section 2 of the National Monument Act 1930 (as amended) 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’.

County based lists of the National Monuments in the State’s guardianship or ownership is published online on the NMS, DHLGH website.³ These lists were compiled in 2009 and are, therefore, not intended to be exhaustive. National Monuments may also be listed in County Development Plans, but these are also not exhaustive, as additional monuments may be deemed National Monuments on a case-by-case basis, at the discretion of the Minister for Housing, Local Government and Heritage (MHLGH). It is, therefore, good practice to write to the MHLGH seeking clarity over a monument’s status, particularly when it is in ownership of a Local Authority.

National Monuments in State Care include those which are in the ownership or guardianship of the MHLGH. Section 5 of the National Monuments Act 1930 (as amended) allows owners of other national monuments to appoint the MHLGH or the relevant local authority as guardian of such monuments, subject to their consent. This means in effect that while the property of such a monument remains vested in the owner, its maintenance and upkeep are the responsibility of the State. The National Monument Service (NMS) of the Department of Housing, Local Government and Heritage (DHLGH) and the Office of Public Works (OPW) are responsible for the care of National Monuments in State Care. A range of monuments in Local Authority ownership may be considered to be national monuments and are therefore subject to consent requirements under the National Monuments Act 1930 (as amended). It is important to note that the national monument status is not just restricted to the monument itself but also includes its setting and attendant grounds. A Section 14 ministerial consent is required for works in the proximity of national monuments in ownership of MHLGH or a Local Authority.

Preservation Orders

Section 8 (1) of the National Monuments Act 1930 (as amended) provides that when a monument which in the MHLGH’s opinion is a national monument that is in danger of being or is actually being destroyed, injured or removed, or is falling into decay through neglect, the MHLGH may order (referred to as a Preservation Order (PO)) the preservation of such monument. Section 4 (1) of the National Monument (Amendment) Act 1954 provides that where it appears to the MHLGH that a monument which in his or her opinion is a national monument is in immediate danger of injury or destruction, then the MHLGH may issue a Temporary Preservation Order to undertake the preservation of the monument. Section 4 (2) of the 1954 Act provides that a temporary preservation order shall, unless revoked by order of the MHLGH, remain in force for a period of six months and then expire. Preservation Orders make any interference with the relevant monument illegal, and works may only be undertaken on or near monuments under Preservation Orders with the written consent, and at the discretion of, the MHLGH. A 2019 nationwide list of the monuments which are subject to Preservation Orders is available on the NMS website.⁴

Underwater Heritage Orders

The MHLGH can also issue Underwater Heritage Orders under section 3(1) of the National Monuments (Amendment) Act 1987 which designate an area of land covered by water as a restricted area if he or she is satisfied that the area ‘is or may prove to be the site where a wreck or an archaeological object lies or formerly lay’, and ‘on account of the historical, archaeological or artistic importance of the wreck or the object, the site ought to be protected’. It is an offence to dive on, survey, tamper, damage or salvage any

³ <https://www.archaeology.ie/national-monuments/search-by-county>

⁴ <https://www.archaeology.ie/sites/default/files/media/publications/po19v1-all-counties.pdf>.

part of a wreck or any archaeological object in a restricted area subject to Underwater Heritage Orders without a licence issued by the MHLGH.

Record of Monuments and Places and the Sites and Monuments Record

The National Monuments Act (as amended) provides that the MHLGH shall establish and maintain an RMP where it is known that monuments exist, and all entries receive statutory protection under this Act. The RMP is maintained by the NMS, DHLGH and comprises lists of monuments and relevant places, each of which are identified by unique thirteen-digit reference numbers (e.g. RMP DU014-066008-), which are accompanied by maps showing their locations for each county in the State. A Zone of Archaeological Potential (ZAP) defines a large archaeological landscape (such as the centre of Finglas Village) which is protected as an RMP. Zones of Archaeological Notification (ZON) indicated around monuments and relevant places on the RMP maps are non-statutory and are not intended to represent the extent of the RMP. These represent areas in proximity to the RMP within which, in accordance with Sections 5(8) and 12(3) of National Monuments Act (as amended), two months' written notification must be issued to the NMS, DHLGH for any works proposed within a ZoN.

The RMP inventory list and map set for County Dublin were published in 1998 and digital copies of the inventory list⁵ and maps⁶ are available on the NMS, DHLGH website www.historicenvironmentviewer.ie.

The SMR database compiled by the Archaeological Survey of Ireland (ASI) contains records of all monuments as well as places where the ASI believe a monument exists and these are identified with a 13-digit code (e.g. SMR DU014-066008-). The SMR database is available on the NMS, DHLGH website www.historicenvironmentviewer.ie. The database also contains records of archaeological sites and monuments whose precise location is not known and where only a site type and townland have been recorded. A range of SMRs have also been re-classified by the ASI as non-archaeological and are referred to as 'Redundant Records'. Where this occurs, such sites are still assessed as being potentially archaeological significant, due to the fact that some 'Redundant Records' may in fact prove to be archaeological in nature. The online SMR digital database⁷ is subject to regular updates and this includes the addition of newly discovered monuments and places, often identified during field surveys and archaeological site investigations, which are known to physically exist in the landscape and are, therefore, protected by default via reporting.

Protected Structures, Architectural Conservation Areas and Conservation Areas

Section 51(1) of the Planning and Development Act 2000 (as amended) requires that Local Authorities include objectives in their development plans to establish and protect an RPS which comprises a list of structures that are considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Where a property is listed within an RPS, the entire property plot is deemed to be protected: where only a specific part of a structure is named in the RPS e.g. 'gates and railings' or 'front facade', then only that part so specified by the Local Authority within the RPS is deemed to be protected.

Section 81 of the Planning and Development Act 2000 (as amended) requires that Local Authorities include objectives in their development plans to establish and protect Architectural Conservation Areas (ACA) which comprise places, areas, groups of structures or townscapes that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure.

⁵ [https://www.archaeology.ie/sites/default/files/media/pdf/Archaeology-RMP-Dublin-Manual-\(1998\)-0013.pdf](https://www.archaeology.ie/sites/default/files/media/pdf/Archaeology-RMP-Dublin-Manual-(1998)-0013.pdf)

⁶ [https://www.archaeology.ie/sites/default/files/media/pdf/Archaeology-RMP-Dublin-Map-\(1998\)-0014.pdf](https://www.archaeology.ie/sites/default/files/media/pdf/Archaeology-RMP-Dublin-Map-(1998)-0014.pdf)

⁷ <https://heritagedata.maps.arcgis.com/apps/webappviewer/index.html?id=0c9eb9575b544081b0d296436d8f60f8>

The RPSs and ACAs included in Local Authority development plans are afforded statutory protection under the Planning and Development Act 2000 (as amended).

Local Authority development plans may also provide a list of CAs which are established to protect the architectural design and overall setting of an area. A range of uses that do not impact adversely on the architectural character and setting of the area are permitted in such CAs. CAs are non-statutory objectives of Local Authority development plans, many having been established prior to the commencement of the Planning and Development Act 2000 (as amended).

Development Plans

Development plans are mandatory 6-yearly requirement under the Planning and Development Act 2000 (as amended) to develop and implement policies and objectives, including those relevant to protection and conservation of archaeological, architectural and cultural heritage resource. They also contain a catalogue of all the RPSs and RMPs within Local Authority administrative areas as well as non-exhaustive information regarding historic street paving and street furniture.

The development plans identified in Chapter 2 (Planning and Policy Context), which comprise the Dublin City Development Plan 2022-2028 (DCC, 2022) and the Fingal Development Plan 2023-2029 (FCC, 2023), were consulted as part of this assessment. The location of the DCC Jamestown Masterplan 2023 area extends into the north end of the study area for the proposed Scheme and was also consulted as part of this assessment. In addition, DCC are currently in the process of preparing a Draft Local Area Plan for the Ballyboggan area, which is within the environs of the south end of the study area and this has not yet been published.⁸ A review of an Issues Paper prepared for this Local Area Plan was carried out as part of the assessment. A review of operational and proposed Local Area Plans and Masterplans listed in the Fingal Development Plan 2023-2029 confirmed that none are located within the environs of the reviewed study areas.

National Inventory of Architectural Heritage

The NIAH was established in 1990 to fulfil Ireland's obligations under the Granada Convention through the establishment and maintenance of a central record, documenting and evaluating the architectural heritage of Ireland under categories of architectural, archaeological, historical, artistic, scientific, social or technical interest. The NIAH was established on a statutory basis by the enactment of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999. The NIAH inventory assigns the following ratings for structures: International, National, Regional, Local and Record Only. The inclusion of structures in NIAH surveys does not afford them statutory protection but it does provide the basis for the recommendations of the MHLGH to Local Authorities for inclusion of particular structures rated regional or higher in their RPS. These recommendations are for Local Authority consideration only and they are not obliged to include recommended structures in their RPS. The NIAH also maintains a non-statutory, desk-based Survey of Historic Gardens and Designed Landscapes which is intended to highlight Ireland's rich garden heritage. NIAH structures can be also listed in the RMP and RPS and where such duplications have occurred – i.e. a constraint is listed on more than one database, these were cross-checked to avoid the duplication of information and double counting. In such instances it is the statutory rating of the constraint that is of primary relevance taken into consideration for baseline rating.

Database of Irish Excavation Reports

The Database of Irish Excavation Reports collates summaries of licensed Irish archaeological site investigations from 1970 onward, including excavation, test trenching and monitoring investigations as well as NMI Burial Excavation Records and licensed underwater archaeological surveys. It was produced in hard

⁸<https://www.dublincity.ie/residential/planning/strategic-planning/local-area-plans/local-area-plan-baile-bogain-ballyboggan>

copy every year from 1970 to 2010 and from 2011 onwards the database has been published online.⁹ The database summaries include a unique reference number, licence number, locational information, description of results and contact details of the archaeologist who directed the investigation.

Topographical Files of the National Museum of Ireland

The topographical files of the NMI archive in the NMI were visited as part of the assessment. The files are held on its premises in Kildare Street, Dublin and they comprise the national archive of objects recorded by the museum which are arranged by order of townland on a county-by-county basis. The files relate primarily to archaeological objects but may also include references to monuments as well as records relating to archaeological excavations. The files may also contain information on the location and circumstances of the discovery of objects, as well as written, drawn and photographic records.

Dublin City Archaeological Archive

The Dublin City Archaeological Archive (DCAA) remit is to preserve records arising from archaeological investigations conducted in Dublin City by archaeologists working in the private sector, with special reference to excavations carried out before 2004. The archive also contains reports/archives from many archaeological investigations conducted in Dublin city up until 2017 and is available online.¹⁰ This is a non-statutory archive used at the discretion of the NMS, DHLGH.

Dublin City Industrial Heritage Record

The Dublin City Industrial Heritage Record (DCIHR) was developed between 2006 and 2009 as an action of the Dublin City Heritage Plan. The DCIHR investigated and mapped industrial heritage sites throughout the DCC administration area and produced a written, cartographic and photographic record, including photographs of extant and levelled sites. Following a review of the DCIHR survey in 2016, it was converted to GIS and has been published online.¹¹

Heritage Council of Ireland Map Viewer

This online mapping resource¹² collates various cultural heritage datasets sourced from bodies including the NMS, DHLGH, the NMI, Local Authorities, the Royal Irish Academy and the OPW.

Cartographic Sources

Cartographic sources were reviewed in order to review the chronological development of land use patterns within the study area as well as to appraise depictions of the form and extent of cultural heritage constraints, including examples that no longer retain any surface expressions. A review of historical maps of Dublin was carried out and demonstrated that the majority of these maps are centred on the city centre and do not extend to the study area. The following cartographic sources do extend into the study area and were reviewed as part of the assessment (see section 20.9 for links to online sources):

- Sir William Petty, Down Survey Map, 1654–56;
- John Rocque, A Survey of the City, Harbour, Bay and Environs of Dublin, 1757;
- George Taylor and Andrew Skinner, Maps of the Roads of Ireland, 1777;
- Fraser’s Map of Dublin and its Suburbs, 1855; and
- Ordnance Survey (OS) Map Editions County Dublin (1st edition 6-inch (1:10,560 scale) map (Sheet DN014 published 1843; Sheet DN18 published 1844), 25-inch (1:2500 scale) map (Sheet DN014

⁹ www.excavations.ie

¹⁰ www.heritagemaps.ie

¹¹ www.heritagemaps.ie

¹² www.heritagemaps.ie

published 1909; Sheet DN18 published 1910) and 2nd edition 6-inch (1:10,560 scale) map (Sheet DN014 published 1949 and Sheet DN18 published 1953).

Aerial, Satellite and LiDAR Imagery

An examination of available aerial, satellite and LiDAR imagery of the study area was undertaken in order to review the extent of modern interventions and to ascertain if traces of known and previously unrecorded cultural heritage constraints were visible. The online sources reviewed comprised aerial and satellite imagery published by Tailte Éireann, Google Earth and Bing Maps as well as LiDAR datasets published by the Geological Survey of Ireland dating variously from 1995-2018.

Place Names

The origins of Irish place names may provide an indication of the presence of past human activity within an area, including historic land use practices, cultural associations and the presence of archaeological constraints. The Placenames Database of Ireland was created by Fiontar and Scoil na Gaeilge, Dublin City University in collaboration with the Placenames Branch of the DHLGH. The primary function of the database is to undertake research in order to establish the correct Irish language forms of the place names of Ireland and to publish their records online at www.logainm.ie.

Townlands and Townland Boundaries

Townlands comprise the smallest territorial divisions in the Irish landscape and many likely correspond to land units that pre-date the Anglo-Norman invasion in the 12th century. The majority of existing townlands are named and mapped on the Down Survey records of the 1650s and various new townland divisions were created by the Ordnance Survey (OS) in the 19th century including examples encompassing demesnes, deer parks, large farms, canals and railways while various large townlands were also sub-divided into smaller townlands. While many townland names refer to natural landscape features, some examples may also record historical land ownership, agricultural practises, archaeological monuments and associated folklore traditions. In addition, 'The Ordnance Survey Name Books' which were compiled by the Ordnance Survey (OS) surveyors in the middle of the 19th century often record alternate spellings of townland names, including their potential Irish origins, as well as archaeological monuments located within their boundaries. Constructed townland boundaries often comprise substantial earthen banks which may be flanked by ditches and subsurface traces of these earthworks may exist at the locations of levelled examples. They may also be formed by field walls, boundary walls around cultural heritage constraints such as demesne lands, churches and graveyards, or may also follow historic routeways that often have been upgraded as modern roads.

20.2.3.2 Field Surveys

Field surveys of the study area were carried out in April 2021, April and June 2022 and October 2023. These surveys were carried out by archaeological and architectural conservation specialists as per Chapter 1 (Introduction) in order to appraise known cultural heritage constraints within the study area and to ascertain their existing condition, extent, and potential sensitivities. The study area was also assessed in relation to current land usage, including the extent of modern residential and commercial developments, and the potential for the presence of previously unrecorded constraints. Descriptions of the results of field surveys of the locations of a number of accessible extant structures, which are located within the environs of the proposed Scheme, are provided in section 20.3.1.6 (see also Volume 5 - Appendix A20.3 for photographic record).

20.2.3.3 Site Investigations

- Archaeological Monitoring of Geotechnical Investigations: Archaeological monitoring of two phases of Luas Finglas Geotechnical Investigations (GI) was carried out between September 2021 and October 2022 (Licence 21E0657). The results of the archaeological monitoring of GI works are summarised in section 0 of this chapter and full copies of the archaeological monitoring reports are provided in Volume 5 - Appendix A20.1;
- Archaeological Monitoring and Excavation of Utility Slit Trench Works: Archaeological monitoring of the excavation of utility slit trenches for Luas Finglas included the archaeological excavation of targeted test

trenches at Patrickswell Place (one) and Cardiff Castle Road (two) to investigate the archaeological potential of constraints (CHC027 and CHC033) (Licence 23E0201). The results of these site investigations are summarised in section 0 of this chapter and a full copy of the report is provided in Volume 5 - Appendix A20.2; and

- Underwater / Wade Condition Surveys of Royal Canal (Broome Bridge) and River Tolka (Finglas Wood Bridge): The underwater/wade condition surveys at these locations were carried out in February and March 2024 (Dive Survey Licence 24E0146 and Detection Device Licence 24R0183). A summary of the results of these surveys are provided in section 0 of this chapter and relevant reports will be provided to all authorities on receipt.

20.2.3.4 Consultation

The following stakeholders were consulted by the TII Project Archaeologist and / or the specialists who compiled this assessment on various dates during the environmental assessment process:

- NMS, DHLGH;
- Waterways Ireland;
- Fingal County Council; and
- Dublin City Council.

Details on the consultation process for the proposed Scheme are provided in Chapter 1 (Introduction). In addition, a copy of the Luas Finglas EIA Scoping Report, which includes a summary of comments received from consulted stakeholders, is provided in Volume 5 - Appendix A1.3. Stakeholder consultation will continue throughout the railway order application process.

20.2.4 Identification of Potential Effects

Various elements of the construction and operation of the proposed Scheme, as described in Chapter 5 (Description of the proposed Scheme) and Chapter 6 (Construction Activities), will have the potential to impact on cultural heritage constraints and these impacts can be direct or indirect, either adverse or positive and can be of temporary to permanent duration.

20.2.4.1 Direct Construction Impacts

Direct impacts during the Construction Phase of the proposed Scheme would potentially arise as a result of the following:

- Ground disturbance: Archaeological stratigraphy is typically confined to the interface between topsoil and natural deposits within undisturbed greenfield lands (c. 0.20m-0.80m) and to the surface of natural deposits in urban contexts (c. 0.20m-8m). Archaeological monitoring of Luas Finglas GI works revealed extensive areas of deep deposits of made ground containing frequent modern inclusions within the study area (see Volume 5 – Appendix A20.1). No direct adverse impacts on archaeological stratigraphy will arise from construction works that take place within modern made ground deposits or below natural deposits;
- Total or partial, rebuilding, repair/rehabilitation of upstanding constraints, such as bridges;
- Partial, permanent demolition resulting in physical loss of complete / partial loss or severance of a constraint, such as the removal of buildings, or sections of boundary features; and
- Temporary, short-term or medium-term removal of a constraint, such as statues and memorials, during construction and their replacement in the same or revised new location upon completion of the works.

Ground disturbance impacts to cultural heritage constraints have the potential to occur as a result of the following elements of the proposed Scheme:

- Ground works during construction of rail alignment, including excavation of the track form and associated infrastructure, e.g. overhead contact system (OCS) foundations, drains, lighting pole foundations, drainages utility duct banks, cycle tracks (to facilitate cycle-LRV trips) and footpaths;
- Construction of two bridges with piled foundations;
- Ground preparation for construction of substations;

- Ground preparation for construction of four Stops;
- Ground preparation during construction of Park & Ride facility;
- Ground preparation for construction of compounds and haul routes;
- Ground preparation for construction of ancillary cycle storage facility;
- Reconfiguration of kerb lines and pavements;
- Road widening / diversions and pavement rehabilitation works;
- Construction of boundary walls;
- Hard and soft landscaping;
- Realignment of sports pitches;
- Ground disturbance during vegetation clearance; and
- Ground preparation for hoarding support systems.

Railway Alignment

As detailed in Chapter 5 (Description of the proposed Scheme) and Chapter 6 (Construction Activities), for the purposes of earthworks design the proposed Scheme has been sub-divided into a series of earthworks areas, with the dividing lines between these areas being either a physical boundary, such as a road junction, or an engineering boundary, such as a proposed bridge. These areas, which relate to the earthwork design, do not form study area sub-divisions for the purposes of the cultural heritage assessment.

For ease of cross-reference, these earthwork design sections are as follows:

- Area 30 Broombridge Hamilton depot: This is located at the northern end of the existing Green Line;
- Area 31 Broombridge to Tolka Valley Road: This area is approximately 0.85km long and includes two major structures, the tie-in to the existing Luas Green Line at Broombridge and the crossing of Tolka Valley Park and Tolka River, no Luas Stops are included in Area 31;
- Area 32 Tolka Valley Road to Finglas Village Stop: This area is approximately 1.45km long including two Stops: St Helena’s and Finglas Village; and
- Area 33 North of Finglas Village Stop to the terminus (Charlestown Stop): This area is approximately 1.42km long and includes two Stops: St Margaret’s and Charlestown terminus. This area also includes a major road junction with the N2, and the whole section along St Margaret’s Road. This area includes the new Park & Ride facility.

The proposed Scheme is primarily designed at grade, without the need for substantial cut excavations and will generally entail the excavation of a 6-7m wide trench to a maximum depth of 1m (see Table 20-4). Power, communications and signalling cables will be supplied to the OCS via cable ducts which will be located adjacent to or under the trackbed foundation. The main power supply line from the substation will be located underground and will be installed in conjunction with the track construction. The support pole foundations for the OCS will be constructed in tandem with the track works.

Potential permanent adverse direct construction impacts have the potential to arise from site preparation works, topsoil stripping, and ground works during the construction of the railway alignment.

Table 20-4: Summary of Earthworks

No.	Area/ Section	Overview of Earthworks Activities
1	Area 30	Area 30 follows the existing site area, however, there is a localised depression of up to 2m located towards the rear (northern end) to be filled and levelled. The fill material will be sourced from acceptable materials from mounded landforms within the park area of Area 32. Local roads will be used to transfer this material.
2	Area 31	In Area 31, the proposed alignment rises over the railway and Royal Canal via the proposed structure and fall to tie-in to the existing Broombridge Road levels. Further north, within Tolka Valley Park, the proposed alignment navigates between two of the mounded landforms associated with the historic landfills - once operated within the park - with cut and fill operations

No.	Area/ Section	Overview of Earthworks Activities
		required. The two plateaus situated either side are 4-5m above the proposed alignment. Unsuitable materials will be disposed directly to a suitably licensed landfill.
3	Area 32	In Area 32, the track alignment closely follows the existing ground levels with maximum cut and fill ranges up to 1m. The earthworks activities to comprise excavation of a box section for the track form and reinstatement with aggregate materials.
4	Area 33	In Area 33, the track alignment closely follows the existing ground levels with maximum cut and fill ranges up to 1m. The earthworks activities to comprise excavation of a box section for the track form and reinstatement with aggregate materials.

Bridge Works

Two bridges are to be constructed as part of the proposed scheme (the Royal Canal and Rail Bridge and the Tolka Valley Park Bridge). Potential permanent adverse direct construction impacts have the potential to result from construction traffic, site preparation works, topsoil stripping, and ground works during installation of piled bridge foundations.

Ancillary infrastructure works

This sub-section provides an overview of other proposed Scheme ancillary infrastructure works that have the potential to result in permanent adverse impacts on cultural heritage constraints and further information on these works is provided in Chapter 6 (Construction Activities). These ancillary works comprise a range of activities including but not restricted to the diversion of utilities, road works (including provision of haul roads and pavement rehabilitation of existing roads), compound construction and stop platform construction works.

As described in Chapter 6 (Construction Activities) and Chapter 17 (Material Assets: Infrastructure and Utilities), utility diversion works will typically be undertaken within existing roads, footpaths and verge areas, with works also required in modified parkland areas. The provision of new utilities will be along or immediately adjacent to the proposed Scheme. Diversions under the existing MGWR and Royal Canal will be conducted using directional drilling methodologies.

As described in Chapter 5 (Description of the Proposed Scheme) and Chapter 6 (Construction Activities), the proposed drainage systems on existing roads will require carrier drains, of varying depths depending on gradient, that will be located in the traffic lanes which will be fed by traditional kerb side gullies. The proposed drainage system within parks, green strips of land and grass verges, will entail the use of Sustainable Drainage Systems (SuDs), including infiltration trenches with pipes usually set about 1m below the ground surface. The carrier drains within roads and SuDs pipe works will be installed in trenches which will be mechanically excavated.

The proposed pavement rehabilitation works and road and junction upgrades will take place at Broombridge Road, Ballyboggan Road, Tolka Valley Road, St Helena's Road, Farnham Drive, Wellmount Road, Patrickswell Place, Cappagh Road, Mellows Road, the Finglas Road / North Road and St Margaret's Road. The proposed Scheme will require the construction of a new 345m long access road for Jamestown Little Industrial Estate and works will include earthworks, the removal of topsoil, vegetation and cut and fill works. While this new access road will be subject to detailed design, its typical cross-section will comprise a 6.5m wide road with 2m wide verges and 2m wide footpaths on both sides.

The locations of the proposed construction compounds are identified in Chapter 6 (Construction Activities) and these will require full depth site clearance works and provision of services as part of the proposed Scheme.

Haul roads will not be required for works on and adjacent to existing roads. Where works are to be constructed off existing roads and in parks, haul roads for the transport of excavated material and the movement of construction materials, equipment and plant will be required. These will typically follow the

proposed alignment of cycle track / footpath provisions adjacent to the track and their construction will require topsoil stripping works.

The substations will include initial excavation and foundation activities and will be constructed with small, ground bearing concrete elements, such as a reinforced concrete raft foundation. The substations will be constructed typically of infill block work wall construction.

The location of the four number proposed Stops is identified in Chapter 5 (Description of the proposed Scheme) and Chapter 6 (Construction Activities) and these will include two on street Stops (St Margaret's Road and Charlestown Terminus); and two off-street Stops within public open spaces (St Helena's and Finglas Village Stops). The Stop platforms will be constructed with small, ground bearing concrete elements, such as slabs and paving materials and the platform formation will be established through excavation by cut/fill operations, as required.

Direct permanent construction impacts during each of the above-described works have the potential to arise from removal of access, site preparation works, topsoil stripping and other ground reduction works.

20.2.4.2 Indirect Construction Impacts

Indirect positive or adverse Construction Phase impacts would potentially arise because of temporary to short-term visual impacts on constraints with above ground registers which may include the degradation and/or enhancement of a constraints' setting, access and amenity resulting from the presence of a construction site with associated hoarding, plant and equipment. Temporary to short-term indirect impacts on constraints with above ground registers would also potentially arise as the result of construction dust and noise as well as vibration impacts from the use of heavy plant and machinery, construction traffic, directional drilling and foundation piling.

20.2.4.3 Direct Operational Impacts

No positive or adverse direct impacts to cultural heritage constraints will occur during the Operational Phase since either no ground disturbance activities will be required, or those activities that require limited ground disturbance such as track replacement works or other maintenance works (e.g. soft and hard landscaping maintenance) will take place within levels that will have been archaeologically resolved by the installation of the proposed Scheme.

20.2.4.4 Indirect Operational Impacts

Indirect positive or adverse impacts during the Operational Phase of the proposed Scheme will be permanent and may include visual impacts on constraints with above ground registers arising from the alteration of the existing landscape/townscape and the degradation and / or enhancement of a constraint's setting and amenity resulting from the presence of permanent stops and associated furniture, new bridges, OCS, tracks, cycle tracks (to facilitate cycle-LRV trips) and footpaths, passing LRVs, P&R facilities and substations. No likely vibration impacts that will have the potential to result in indirect adverse effects on cultural heritage constraints are predicted to arise during the Operational Phase of the proposed Scheme (see also Chapter 15: Noise and Vibration).

20.2.5 Methodology for the Assessment of Impacts

20.2.5.1 General Approach

The criteria used to assess the magnitude and significance of impacts on cultural heritage constraints are based on the Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022), and with regard to the Guidelines for Cultural Heritage Impact Assessment of TII National Road and Greenway Projects (TII, 2024) and professional judgement. Refer to Table 20-5.

20.2.5.2 Baseline Rating

Table 20-5: Criteria for baseline categorisation

Baseline Rating	Criteria
Very High	National Monuments Monuments subject to Preservation Orders / Temporary Preservation Orders UNESCO World Heritage Properties (excluding tentative list)
High	RMP SMR RPS / proposed RPS (pRPS) ACA UNESCO Cultural Heritage Sites (associated tangible elements only) Industrial Heritage: Canals and historic railways only
Medium	CA NIAH (extant) DCIHR (with extant or high potential of associated archaeological remains) AAP identified through investigations (geophysics/underwater/test excavations) and/or documentary or cartographic research Greenfield land (where no archaeological investigation has taken place) Extant townland boundaries Sculptures/Memorials not on NIAH / RPS (based on professional judgement) Tangible Cultural Heritage
Low	NIAH (destroyed) DCIHR (destroyed or low potential of associated archaeological remains) AAP where non-invasive archaeological investigations have provided no definite evidence for subsurface archaeological stratigraphy but where level of previous disturbance is unknown Sculptures/Memorials not on NIAH / RPS (based on professional judgement) Levelled townland boundaries with potential for subsurface remains
Very Low	Modified landscapes where disturbance is known Townland boundary (with low potential of associated subsurface stratigraphy)
Neutral	Greenfield land that has been the subject of extensive invasive archaeological investigations Townland boundary and sites of buildings where there is little to no potential for associated subsurface stratigraphy

20.2.5.3 Importance of Receptors

The importance (baseline rating) of cultural heritage constraints reflects the level of statutory and non-statutory protection afforded to them. All National Monuments, Monuments with POs, UNESCO World Heritage Sites and RMPs are subject to statutory protection under the National Monuments Act 1930 (as amended). All UNESCO World Heritage Sites, 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 and, therefore, all RMPs and, for the purpose of this assessment, all SMRs are considered to be of high importance.

AAPs are identified through a combination of desktop research, including reviews of the results of previous archaeological investigations, documentary sources, historical cartographic sources, aerial/satellite/LiDAR imagery, and site inspections. The presence of high concentrations of artefacts and/or RMP sites within a

location can also indicate areas of archaeological potential. Given the potential for previously unrecorded subsurface remains within such locations, any identified AAPs are considered to be of medium importance. In instances where there is documented evidence for previous disturbance of such locations, they are considered to be of low importance.

Architectural heritage constraints which are afforded statutory protection, such as RPSs and ACAs in accordance with the Planning and Development Act 2000 (as amended), are considered to be of high importance. CAs do not have statutory protection and are considered to be of medium importance.

Cultural heritage constraints listed solely on the NIAH and the DCIHR do not have statutory protection, but where they comprise extant structures and/or are likely to possess associated subsurface remains, they are considered to be of medium importance. Examples which have been intensively developed and are unlikely to contain any associated subsurface remains, are considered to be of low or very low importance. The exception to this are canals and railways, which are considered to be of high importance due to their significant cultural heritage and associated engineering contribution to the evolution of the Irish landscape.

Cultural constraints may also include other structures, streetscapes, settings and features, such as boundary walls, paving, historic street furniture, that are not subject to statutory protection but are nonetheless of cultural heritage importance. These are considered to be of medium to very low importance based on professional judgement.

The cultural heritage resource is not limited to tangible archaeological and architectural constraints and may also include other tangible and intangible receptors of cultural significance including, but not limited to, museums, art galleries, public art installations, heritage centres, commemorative plaques and statues, sporting facilities, religious centres, historical associations, tradition and folklore. While such constraints are not afforded protection under current legislation, unless they form a component of an existing RMP, National Monument, RPS or are included within an ACA, they all can form notable aspects of local cultural heritage significance and are considered to be of medium to very low importance based on professional judgement.

Townland boundaries with extant remains are considered to be of medium importance. Where townland boundaries have been levelled but there is the potential for subsurface remains to survive, they are considered to be of low importance. Where townland boundaries have been removed and there is little or no potential for surviving associated subsurface remains (e.g. where they now form part of a modern roadway), they are considered to be of very low or neutral importance.

The archaeological potential of greenfield lands that have not been subject to archaeological investigations is unknown and such lands are considered to be of medium importance. Where archaeological investigations of greenfield lands have not identified definite archaeological features, they are considered to be of low to neutral importance.

The locations of modified landscapes, such as urban / suburban plots, car parks and sports grounds, where potential constraints of archaeological significance have either been previously removed by developments or by archaeological excavations, are considered to be of very low importance.

20.2.5.4 Sensitivity of Receptors

Cultural heritage constraints comprise unique and non-renewable resources and their value attributes are formed by aspects such as rarity, design, setting, quality of workmanship and use of materials. Based on this context, any change to their environment, such as construction activity and ground disturbance works, have the potential to adversely affect cultural heritage receptors and could result in irreversible damage or removal. All cultural heritage constraints are, therefore, considered to have very high sensitivity.

20.2.5.5 Existing Adverse Effects

Existing adverse effects do not apply to designated cultural heritage constraints (i.e. National Monuments, RMPs, SMRs and RPSs) as all constraints are afforded statutory protection, irrespective of their existing condition.

Existing adverse effects have been considered for cultural heritage constraints that are not afforded statutory protection, including NIAH and DCIHR sites, townland boundaries and the locations of other structures indicated on historic OS maps. The presence or absence of extant remains as well as the potential for associated subsurface material has been appraised and for the purposes of this assessment such constraints have been divided into two categories. Examples that possess above ground remains and/or the potential for the presence of subsurface remains have been rated as medium while examples with no extant remains and have a low or no potential to retain subsurface remains have been rated as low to neutral.

20.2.5.6 Magnitude of Impacts

Determination of the magnitude of impacts is based on a consideration of character, duration, probability and consequences of the likely impact on the cultural heritage constraint. The magnitude of impact (degree of change) can be adverse or positive and is ranked without regard to the value of the constraint according to the following scale: Very High, High, Medium, Low, Very Low and Neutral. The criteria have been defined in consideration of the Guidelines on Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022). Refer to Table 20-6.

Table 20-6: Impact Assessment Criteria

Impact Magnitude	Criteria
Very High	These adverse permanent impacts arise where a cultural heritage constraint, either below ground or upstanding, is completely and irreversibly destroyed.
High	An adverse or positive permanent impact which, by its magnitude, duration or intensity, alters an important aspect of the cultural heritage baseline / receiving environment, including the setting of upstanding constraints. An impact like this would be where part of a constraint would be permanently impacted upon, leading to a loss of character, integrity and data about the constraint. A beneficial or positive impact that permanently enhances or restores the character and/or setting of a constraint in a clearly noticeable manner.
Medium	An adverse or positive impact which arises where a change to a constraint is proposed which though noticeable, is not such that the integrity of the constraint 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 the constraint in a clearly noticeable manner.
Low	An adverse or positive 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 a constraint. A beneficial or positive impact that causes some minor or temporary enhancement of the character of an upstanding constraint which, although positive, is unlikely to be readily noticeable.
Very Low	An adverse or positive impact on a constraint that is capable of measurement but without noticeable consequences. A beneficial or positive impact on an upstanding constraint that is capable of measurement but without noticeable consequences.
Neutral	No predicted impact, either adverse or positive, to a constraint.

20.2.5.7 Significance of Impacts

The likely significance of the impact of the proposed Scheme on the cultural heritage baseline environment is determined in consideration of the magnitude of the impact and the baseline rating of the constraint upon which the impact occurs. Table 20-7 demonstrates 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 criteria: Imperceptible; Slight; Moderate; Significant; Very Significant and Profound as per EPA (2022) guidelines.

Table 20-7: Criteria for assessment of Significance of Impacts (based on EPA 2022 EIAR Guidelines)

Impact Significance					
Magnitude of Impact	Baseline Rating				
	Very low	Low	Medium	High	Very high
Neutral	Very low	Low	Medium	High	Very high
Very low	Imperceptible	Imperceptible	Slight	Slight	Slight
Low	Imperceptible	Slight	Moderate	Moderate	Moderate
Medium	Slight	Moderate	Moderate	Significant	Significant
High	Slight	Moderate	Significant	Significant	Profound
Very high	Slight	Moderate	Significant	Profound	Profound

20.3 Baseline Environment

20.3.1 Cultural Heritage Background

The succeeding sub-sections follow historical periods from prehistoric times up to the present day.

20.3.1.1 Prehistoric periods (c. 8000BC–AD 400)

The Irish prehistoric periods comprise the Mesolithic (8000-4000 BC), the Neolithic (4000-2500 BC), the Bronze Age (2500-800 BC) and the Iron Age (800 BC-AD 400). While there are no recorded prehistoric sites located within the study area, there are a number of examples of Bronze Age / Iron Age ceremonial burial sites within lands to the north of the M50 which demonstrate that the wider landscape was settled in prehistory. These include a cluster of four ring-ditches within a greenfield location in Dubber townland which are located at distances of 650m-700m to the north of the study area (RMPs DU014-130----, DU014-131---, DU014-132---- and DU014-133----). Ring-ditches are Bronze Age / Iron Age ceremonial burial sites that comprise circular or near circular areas enclosed by a ditch and are often less than 20m in diameter.

Prehistoric settlement sites typically contained tents, timber and wattle and daub structures with associated quasi-industrial activity areas and field systems. Although these can be substantial highly organised settlements, particularly from the Neolithic period onwards, they leave no above ground traces, but subsurface remains of their foundations as well as associated features and deposits can survive.

The NMI Topographical Files contain only one entry for the townlands within the study area. This file is dated to 1977 and describes the discovery of two bronze axes (one palstave and one socketed) which were found in the same plastic bag within the then active landfill site in Tolka Valley Park (NMI ref. 1977: 2184 and 2185). The file records that the plastic bag containing the axes appeared to have been recently dumped and that these objects likely originated from an unknown other location.¹³ The file also records that the bag was discovered in the east end of the park which indicates that it may, therefore, have been located outside the study area. Based on the information contained in the NMI file, the discovery of these two bronze axes in the modern landfill site does not provide evidence for potential prehistoric activity within the study area.

¹³ https://heritagemaps.ie/documents/NMI_TopographicalFiles/IA-85-1977_1977-2184-2185.pdf

20.3.1.2 Early medieval period (c. AD 400–1190)

The early medieval period extends from AD 400–1190 and incorporates the Viking period (AD 790-1190). Finglas, (from the Irish *Fionn Ghlas* – Clear Stream) was the site of an early medieval monastery, recorded as being founded in the mid-6th century by St Cainnech, or Canice, of Kilkenny. The site of the monastery was likely centred in the area now occupied by the medieval church of St Canice’s (RMP DU014-066009-) which is located outside the east end of the study area. The importance of the monastery is highlighted by the fact that five saints commemorated in the Martyrologies were linked to the place (Ball, 1920). In AD 780, the then Abbot of Finglas, Dublithir, presided at the Congress of Tara. The monastery was associated with the Céile Dé (‘Servant of God’) movement at that time, which was based on a hermetic approach to worship, and was described in the ‘triads’ as one of the Eyes of Ireland (Ball, 1920). The records of the monastery in following centuries are limited to references to the deaths of abbots, the last of which was recorded in AD 1048. The only surviving physical evidence of the early medieval monastery is a high cross (RMP DU014-066010-) which is now located within the graveyard of the medieval St Canice’s Church. This may have formerly stood near Watery Lane to the north of the village, which is located outside the east end of the study area, until it was moved to its current location during the early 19th century.

Early medieval monastic sites were typically contained within circular or sub-circular ditched and banked enclosures with the larger examples typically ranging between 300m - 500m in diameter (Swan, 1985). They contained a stone-built church and a graveyard as well as domestic areas containing dwellings, outbuildings and work areas. A projected line of the Finglas monastic enclosure has been identified (Swan, 1985), primarily through cartographic analysis, as a large, regular, circular enclosure with much of the western half defined by the present-day curving townland boundary between Finglas, Finglas West and Cardiffscastle (CHC035). The line of this townland boundary extends from the Finglas Bypass on the east side of Mellows park and continues south-westwards through the southern end of the park, crossing Mellows Road near the Social Welfare Office. It then continues southwards along the east side of Glebe View housing estate, through the grounds of St Canice’s Church of Ireland and then extends eastwards along the section of Wellmount Road to the south of St Canice’s Church. The townland boundary line forming the projected line of the monastic enclosure is located within the east end of the study area.

A potential section of the north line of the monastic enclosure ditch was noted during archaeological test excavations in advance of the construction of the Finglas Bypass in an area to the north of Mellows Road. A subsequent excavation revealed that this feature was associated with post-medieval quarrying works which had all but obliterated evidence for the enclosure ditch in the investigated area (Halpin, 1994). The remains of an undated bank feature were identified in the area to the south of the rock-cut face and the excavator postulated that this may have formed part of the enclosure. An archaeological excavation close to the former site of Farnham House to the south of St Canice’s medieval church was carried out in advance of the development of the property in the 1990s. This identified an east-west aligned medieval ditch feature (2m wide and 1.3m deep) of potential 13th/14th century date (McConway, 1996). It was noted that the ditch was unlikely to have been the primary enclosing ditch surrounding the monastic enclosure but may have formed a secondary outer enclosure. An excavation carried out in advance of the development of an apartment complex adjacent to the west side of the medieval St Canice’s Church, identified a substantial east-west aligned ditch (c. 4.2m wide by 2.6m deep) which continued under the adjacent graveyard wall (Kavanagh, 2004). Although no datable evidence was recovered, the ditch was sealed by medieval deposits and was located roughly along the projected line of the monastic enclosure. A program of archaeological test trenching across a section of the projected line of the monastic enclosure in the area to the south of the Social Welfare Office on Mellows Road did not identify any traces of this constraint (Cotter, 1991).

The study area contains a holy well (CHC034), known locally as Saint Patrick’s Well, which is located c. 270m to the northwest of St Canice’s medieval church (RMP DU014-066009). The well is located in the east end of the study area and is accessed by a lane on the east side of Mellows Crescent housing estate. The well’s name is based on a local tradition that Saint Patrick once drank from its waters, and it also has an associated tradition that its waters can heal sore eyes and ulcers. Associations with named saints and cures are a common feature of holy wells and may record veneration practices originating in the early medieval period. Holy wells are often sited at natural springs, and many have contained stone-built surrounds which in some instances have been replaced with modern structures. Many examples are associated with

'patterns' which were organised annual visitations or festivals held on the patron saint's feast day. The development of this well as a spa during the 18th century is described in section 20.3.1.4.

There are no recorded Viking period sites located within the study area of the proposed Scheme. The closest evidence for Viking occupation relates to the excavation of a Viking burial of likely late 9th century date, which was identified c. 150m outside the east end of the study area on Church Street (Kavanagh, 2004). This was found in a shallow grave-cut and a preliminary analysis identified the remains as that of a female, aged between 25 and 35 years. The grave contained a well-preserved gold and silver gilded oval brooch, the fragmentary remains of a second oval brooch and a bone comb. The presence of this burial indicates that the study area is located within a Viking hinterland.

20.3.1.3 Anglo-Norman and later medieval periods (c. AD 1171–1550)

As outlined in section 20.2.3.1, the Finglas area was likely an existing ecclesiastical centre at the time of the Anglo-Norman invasion in AD 1169, and it was assigned thereafter as a manorial estate in the ownership of John Comyn, Archbishop of Dublin in AD 1181 (Ball, 1920). The village was first documented shortly after the Anglo-Norman invasion and in AD 1228, it was recorded that the borough contained nineteen burgesses including members of the Kerdiff and Cruise families (Ball, 1920). The layout of the medieval settlement may be preserved in the current layout of historic roadways, such as Main Street and Church Street. It has been noted that the radial arrangements of roads and property lines within the village may be influenced by the earlier monastic enclosure and may potentially reflect land organisation patterns that pre-date the late medieval settlement (Swan, 1985).

A manor was established in Finglas by Archbishop Comyn in AD 1181 and, in AD 1228, Archbishop Luke established an episcopal residence within an area now occupied by the modern Aylward Green residential development (east of Patrickswell Place / south of Cappagh Road) (CHC029). A mid-14th century reference to this episcopal residence records that the stone buildings within the residence were roofed with tiles and the property included a demesne containing a deer-park and a warren, in which pheasants and partridges, as well as hares and rabbits, were preserved (Ball, 1920). It was also recorded that areas of the demesne lands were in use as farmland with crop rotation practiced. By the beginning of the 15th century, the residence was occupied by the wife of John Talbot, the then Lord Lieutenant of Ireland, and in the early 16th century it was the residence of an Archbishop named Walter Fitzsimons, who died there in AD 1511 (Ball, 1920). This site was later occupied by a 17th century house (CHC029; see section 20.3.1.4 below). The ZAP surrounding the town of Finglas (CHC026) encompasses the location of the episcopal residence and its associated demesne lands.

20.3.1.4 Post-medieval period (c. AD 1550–1850)

The study area contains a number of post-medieval constraints which are detailed separately below and include post-medieval houses and former demesne lands which have been occupied up to present day in various forms.

A deed of partition dated to the end of the 16th century, includes various references to lands around Finglas Village which include the 'scoury lea', the 'long trend', the 'bone park', the 'stony bothar', the 'deer park', the 'lord's lea and meadow' and the 'scrubby park and meadow', while a lease dating to the same period refers to the precinct of the old court, which refers to the episcopal residence described in section 20.3.1.3 (CHC029) (Ball, 1920).

During the Irish Rebellion of AD 1641, the Finglas area was held by insurgents, until they were defeated by a force commanded by the Duke of Ormonde and Sir Charles Coote. In AD 1649, Ormonde's army encamped in the area for more than a month as part of the siege of Dublin during the Confederate Wars. Several houses in the village were recorded to have been burned by the English army at this time.

There is historical evidence that the village began to prosper and expand after this period of warfare which also saw an influx of new residents into the area (Ball, 1920). In AD 1690, King William and his army also camped for three days in the village during their return to Dublin following the Battle of the Boyne.

By the 18th century, Finglas Village was noted for its May sports festival and its annual fairs held in April and September. The principal resident in the village at that time was John Maxwell, the first Lord Farnham, and the grounds of his residence at Farnham House, extend into the study area (CHC023).

The plan of the village during this time is indicated on Roque's map of AD 1757 which shows the village centred in the historic core around St Canice's Church with the lands to the south shown occupied by Farnham House and its associated demesne lands (CHC023). The other lands surrounding the village are shown enclosed by rectilinear field boundaries and no large areas of open demesne or park lands are depicted.

Lewis records that by the 1830s Finglas parish contained 2,110 inhabitants, 840 of which were in the village, with surrounding lands primarily used for pasture (Lewis, 1837). He also lists the owners of notable residences in the parish, which include the following examples that have grounds which extended into the study area: J. Duncan of Farnham House, W. Harty of St Helena's, C. White of Springmount and J. Savage of Finglaswood.

Holy Wells

As detailed in section 20.3.1.2, a holy well dedicated to Saint Patrick (CHC034) is located in the east end of the study area. This constraint has the potential to date from the early medieval period but was definitively in use from the 18th century when it was developed as a spa.

Saint Patrick's Well (CHC034) was briefly developed as a spa during the 1770s, when a Turkish doctor named Achmet Boroumborad published a pamphlet named "A Succinct Narrative of the Virtues of Saint Patrick's Well at Finglas in the Cure of Scorbutic Complaints". The spa closed shortly thereafter when the doctor was revealed to be in fact a Kilkenny man named Philip Joyce. The well had been covered by an archway during its use as an 18th century spa and no trace of this feature remains. Its location is indicated on the historic OS maps as within a small plot just outside the western extent of the village and a laneway extending to its location is shown on the 25-inch map (1907). The well is now contained within a 20th century structure that comprises a rectangular brick wall surround, which supports side and roof metal railings, and has a gate on the southwest side. The sunken well is contained within a concrete surround accessed by brick steps, and this contains an inset cross plaque and a ceramic statue of Saint Patrick on a shelf feature. The well is still regularly venerated. A program of archaeological monitoring of foundation trenches within its environs found no features or stratigraphy of archaeological significance (Myles, 1999).

Town Defences

There are two extant sections of a defensive rampart known as 'King William's Rampart' (CHC027) located within the study area and this constraint has been classified as a 'town defence' by the ASI. The rampart's name is based on a tradition that it was built to defend King William's camp when they stopped in the area during their return to Dublin after the Battle of the Boyne in AD 1690. However, historical records indicate that the Williamite contingent only stayed at Finglas for a few days, and it is unlikely that they had either the time or need to erect a substantial earthwork fortification. The potential exists that the rampart may form part of the Duke of Ormonde's defences of Dublin constructed in the 1640s, or may be associated with another military fortification of unknown date. As detailed below, archaeological test excavations along the projected line of a section of the rampart identified pottery sherds ranging in date from the 14th to 17th centuries in the fill of a shallow scarp extending along its southern side.

This constraint is not shown on Roque's 1757 map while the two extant sections of the rampart are the only sections depicted on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. These maps do not depict a projected line between the locations of the two extant sections of the rampart and the lands between their locations are now occupied by modern housing developments containing areas of modified parkland.

The extant section of the southern portion of the rampart is located within the study area on the west side of Patrickswell Place, at the entrance to Patrickswell Court, and its projected line extends eastwards towards

Church Road. A description of this constraint, which is based on a field survey of its location carried out as part of this assessment, is provided in section 20.3.1.6 below.

This section of the rampart is indicated with an unbroken line on the 1st edition 6-inch OS map (1843) and is shown extending along the north side of a section of Church Road, which runs in a northeast-southwest direction through the study area. This road is also shown extending through the area that is now occupied by Patrickswell Court. The detail on the 25-inch OS map (1909) clearly shows an area of hachuring, representing a mound or embankment, at the location of the existing above ground section of the rampart. A kink shown in east end of this line of hachures indicates that the rampart did in fact turn to the northeast along Church Road, but no traces of the constraint are depicted along its projected route which is shown occupied by demesne trees of Spring Mount (later Fort William) House (CHC029; see below). Analysis of cartographic sources indicate that the rampart formed a boundary of the Fort William House (CHC029) demesne, as it fronted onto Church Road (present day Patrickswell Court).

A programme of archaeological test excavations in advance of the construction of Patrickswell Court included test excavations on the projected line of this constraint in the area to the west of the extant section of the rampart (Halpin, 1995). This identified the remains of a much-denuded bank which had no flanking ditch, and it had instead been constructed by scarping the subsoil layers from an area extending c. 7m wide from its south side (Halpin, 1995). The scarped ground to the south of the rampart had left a slight hollow in the ground surface and the scarp fill contained pottery sherds ranging in date from the 14th to 17th centuries. A random rubble wall existing along the south face of the east end of the extant rampart, was robbed out in the investigated area, but its foundation trench was identified and was found to have truncated the south end of the bank. This wall was, therefore, interpreted as a later feature of unknown date.

A northwest southeast aligned archaeological test trench was excavated to the immediate east of the extant remains of the rampart as part of the archaeological supervision of Luas Finglas slit trench excavations (Volume 5: Appendix 20.2 – Slit Trench ST-061). The trench measured 5.0m long x 2.0m wide and was excavated to depths of 1.20m-1.45m and the identified stratigraphy consisted of the following:

- 0-0.15m: Topsoil;
- 0.15-0.35m: Modern levelling / landscaping layer;
- 0.35-0.95m: Layer of modern rubble with refuse; and
- 0.95-1.45m: Dark brown friable clay.

No subsurface remains of the rampart were identified in the trench and the deposits within its projected alignment were found to be in a disturbed state and contained modern plastic fragments. A subsurface section of the wall that extends along the south side of the extant section of the rampart was exposed 0.45m below existing ground surface. The 0.5m wide wall was constructed of angular limestone blocks, which were bonded with lime mortar, and it was aligned in a northeast to southwest direction. The exposed height of the wall was recorded as 0.75m within the test trench, although its base was not exposed. The wall was left *in situ* within the infilled trench following archaeological recording. While this wall is located on the projected alignment of the rampart, it appears to comprise a later boundary feature associated with the demesne of a house named as 'Spring Mount' on the first edition OS 6-inch map (1844) and 'Fort William' on the OS 25-inch map (1909) (see CHC029).

The northern extant section of the rampart is located within the study area to the south of Mellowes Road where it forms a boundary between a vicarage garden and a car park. It extends in a northeast to southwest direction and measures 80m in length by 3.5m-6m in width and ranges between 1.5m-3.5m in height. Both sides are revetted with stone walling and the west end contains a vaulted chamber entered from a round-arched opening. The extant section of the rampart is depicted with two closely set, parallel lines within the vicarage garden on the 1st edition 6-inch (1843), the 25-inch (1909) and the 2nd edition 6-inch (1949) OS maps. The existing extent of the rampart is shown on each of these historic OS maps and no projected lines of this section of the constraint are indicated on any map edition.

Two programmes of archaeological test excavations in properties adjacent to the north section of the rampart were carried out in the 1990s. One of these investigations was carried out in the area to the west

and southwest of the extant section of the rampart and identified nothing of archaeological significance (McMahon, 1992). The second archaeological investigation, which was carried out on the north side of the rampart, included test trenches extending close to its northern base (Cotter, 1991). Several stray finds of medieval pottery were recovered, as well as the basal remains of an undated wall following the line of a townland boundary. No potential archaeological features associated with the rampart were identified in any of the test trenches.

Houses and Associated Demesne Lands

The section of the study area extending from Tolka Valley Park to Finglas town contains the locations of a number of post-medieval buildings dating from the mid-18th century onward, including some examples with associated demesne lands. The majority of these buildings have been demolished, with only one example (St Helena House, CHC020) remaining extant (see also Table 20-8). These constraints are described below from south to north.

Finglaswood House (CHC015)

The recorded location of Finglaswood House is within the east side of the study area in the north end of Tolka Valley Park and no surface traces of this constraint survive. The ASI record the presence of the site of tower house at this location based on historical references to Finglaswood House incorporating a square tower defended by gun loops. Tower houses comprise fortified residences in the form of a tower, typically three to five storeys high, which tend to be slightly more rectangular than square in plan and contained one main room in each storey. The majority date to the 15th and 16th centuries AD but they continued to be built into the 17th century. They were often enclosed by a walled courtyard known as a bawn that typically abutted the tower house rather than completely enclosing the structure. It was recorded in the early 20th century that a central tower structure, which may have formed the remains of the tower house, was incorporated into the ruins of Finglaswood House and contained a spiral staircase with two shot-holes and had a round-headed doorway with neatly chiselled stonework (Ball, 1920). The first reference to the construction of a house named Finglaswood House at the location was in the early 17th century, when it was built in lands which had been granted to James Segrave and Patrick Sarsfield by Archbishop Hugh Curwen (Ball, 1920). However, it is unclear if this refers to the tower house, or a later replacement building constructed on the same site, or a modification building that incorporated the fabric of the original tower house. At this time, the lands in the area had been entirely assigned to the Segraves, who were a prominent Catholic business family that appear in records of the Irish episcopal and judicial benches, and also had members appointed to the mayoral chair (Ball, 1920). Walter Segrave was in residence in Finglaswood by AD 1609 but had changed his residence to Little Cabragh before his death in AD 1619.

The house was described in the Down Survey (AD 1654–56) as a stone house surrounded by a garden, orchard, and an ornamental plantation planted with ornamental trees, as well as stone offices and farm buildings which comprised a brewery, a dairy, two stables, a coach-house, two barns, a malt-house, and an ox-house (Simington, 1945). At this time the property is recorded as being the leased residence of Sir William Flower who was an officer in the Cromwellian army and was a tenant of the Segrave's, who were still recorded as *titulados*¹⁴ in Finglaswood.

While a tradition exists that the house was used as a resting place for the deposed King James II during his flight from the Battle of the Boyne in AD 1690, there is no historical evidence for this (Ball, 1920). Lewis records that "in the grounds of J. Savage, Esq., coins of the reigns of Jas. II. and Wm. and Mary have been found" which demonstrates the occupation of the lands during the late 17th century (Lewis, 1837).

By the late 18th century, Finglaswood House was in the possession of the Savage family, who established a tannery there, which Lewis records was still in operation in the 1830s (Lewis, 1837). The house was

¹⁴ "Titulados" refer to those who had titles to land (per Petty census).

abandoned later in the 19th century and was in ruins by the early 20th century. The building ruins had been demolished before the area was developed as a part of an extensive landfill site during the 1970s.

The Down Survey map (AD 1654–56) names Henry Seagrove as the owner of ‘Finglasse Wood’ but no details for any of the structures within the property are included on the map. Roque’s map of 1757 shows a general outline of a rectangular building at the location which was accessed by routes extending to the north and south. The detail on the 6-inch OS map (1843) shows the property when it was the residence of the Savage family, and it is named ‘Finglaswood Ho.’ on this map edition. The overall property shown on this map is rectangular in plan (c. 150m east-west and 95m north-south) and is enclosed with a boundary wall. The large extent of the area enclosed by this boundary wall indicates that it does not form part of a potential bawn associated with a tower house and it is likely an 18th or early 19th century boundary feature. A range of main buildings with a north-south long axis (c. 60m long) is depicted in the east end of the property and their layout is suggestive of a number of building extensions. A formally arranged rectangular garden area (c. 75m north-south and 60m east-west) with pathways and outbuildings is shown immediately to the west of the building range. A walled area with a line of internal trees is shown within the west end of the gardens. A north to south section of the Finglaswood Stream, which is now culverted, is depicted extending through this area. The lands surrounding the property are shown as fields not containing any structures and the only external demesne feature is a tree-lined avenue shown extending to the north which is named Savage’s Lane (CHC017).

The detail on the 25-inch OS map (1909) shows the property in the period following its abandonment in the late 19th century and it is named ‘Finglaswood House (in ruins)’ on this edition. The map detail indicates that the boundary wall of the property remained in place but much of the internal features shown on the 1st edition 6-inch map (1843) are no longer depicted, including the formal gardens and outbuildings. The unroofed walls of an extant section of the southern end of the main building range are depicted in the west end of the property. Historical photographs¹⁵ of the ruins of the house dating to the late 19th / early 20th century show fragmentary extant walls of a three storey, stone-built building with a number of bays containing substantial chimney breasts which may represent various extensions. The photographs also show the extant central square tower structure, which may have been an earlier tower house structure incorporated into the house (Ball, 1920). The detail on the 2nd edition OS map (1943) indicates that all the structures had been demolished by this time and the only extant feature shown on this map is the western boundary wall of the property. A Tolka Valley Park footpath now extends through the west end of the property. The location of the house is under a large area of raised ground to the east of the footpath and no surface traces of any structures or boundary walls survive at the location.

A review of the extent of the proposed Scheme boundary overlain on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1943) OS maps indicates that it extends through the west end of the Finglaswood House property, within the house’s former garden area. The location of the house is shown c. 25m outside of the proposed Scheme boundary on Tolka Valley Road to the north and it is c. 70m outside the section of the proposed Scheme boundary within the area of Tolka Valley Park to the west.

Archaeological monitoring of Luas Finglas GI works within the house’s former garden area, identified modern landfill deposits that ranged between 3.5m and 5m in depth and directly overlay natural ground (Refer to Volume 5 - Appendix A20.1). No archaeological features, stratigraphy or objects were found during monitoring of GI works at this location, or elsewhere in Tolka Valley Park. In addition, archaeological monitoring of the excavation of a Luas Finglas slit trench to a depth of 1.5m below modern ground level was carried out in the north end of Tolka Valley Park within an area c. 95m northwest of the recorded location of Finglaswood House (Volume 5: Appendix 20.2 – Slit Trench ST-011). The trench stratigraphy consisted of

¹⁵ https://source.southdublinlibraries.ie/bitstream/10599/1491/1/wm_3872.jpg

a 0.25m deep sod / topsoil layer which overlay deposits of made ground containing modern refuse that were present to the base of excavation. Nothing of archaeological significance was identified in the trench.

Savage Lane (CHC017)

A laneway (CHC017) extending northwards from the north end of the Finglaswood House property (CHC015) towards St Helena House (CHC020) is shown within the east side of the study area on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1943) OS maps. It is named Savage Lane after the 19th century owners of Finglaswood House, and its former route is now occupied by a modern housing estate.

St Helena House (CHC020)

St Helena House (CHC020) is not illustrated on Rocque's 1757 map which shows the location of the house and its associated demesne lands as an area of fields that does not contain any structures. The map does show an unnamed routeway extending in a north to south direction within this area. The house is likely to be of late 18th century date and may have been designed by architect George Semple (Ball, 1920). Dr William Harty took a lease on the house in 1812 and converted it into a private asylum with capacity to cater for 22 patients. The house subsequently returned to residential use in 1853 and was occupied by various families, including the Craigies family, who resided there from 1917 to 1968. Dublin Corporation (now DCC) bought the house and its lands in 1968 and constructed new housing developments within areas of its former demesne lands, while the house was converted into a children's home.

The 1st edition 6-inch OS map (1843) shows the location of the house within the southwest corner of the property with outbuildings to the north and a small unnamed structure to the south which is identified as a lodge on the 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. The 1st edition OS map (1843) shows wooded demesne lands (CHC020:1) to the west and northwest of the house which measured c. 190m east to west by 180m north to south in extent. The demesne lands contain footpaths, a landscaped feature in the western area named as "Mount Olivat" and an island feature within a widened section of the Finglaswood Stream in the north end of the wooded area. There are also three tree rings (each c. 20m in diameter) shown in the lands to the north of the wooded area in an area now occupied by the Farnham Park sport pitches (CHC022) located on the north side of St Helena's Road.

The detail on the 25-inch OS map (1909) indicates that the layout of the house and associated outbuildings to the north and south had not been significantly altered during the late 19th century. The extent of the demesne lands (CHC020.1) also appears to be unchanged with the 'Mount Ollivat' and island feature still indicated. However, some minor alterations to the demesne lands are evident, including the removal of a number of footpaths within the wooded area and the three tree rings to the north are no longer depicted. The detail on the 2nd edition 6-inch (1949) OS map shows that the outbuildings shown on the earlier OS map editions remained extant with a number of additional outbuildings shown in the area to the north of the house. The extent of the demesne lands remains unchanged on this map although a strip of the wooded area immediately to the west of the house appears to have been cleared. The wooded area in the west end of the demesne lands is still depicted as is the 'Mount Olivat' feature contained within the woods. The historic OS maps also show two townland boundaries (CHC018 and CHC019) delimiting the south and west sides of the demesne lands.

A description of the house and its environs, which is based on a field survey of its location carried out as part of this assessment, is provided in section 20.3.1.6 below.

The unnamed routeway shown in this area on Roque's 1757 map, is depicted as a straight, tree-lined avenue, named as 'The Long Walk' (CHC024), on the 1st edition 6-inch (1837) 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. This route is shown extending northwards from the east side of St Helena House towards Finglas Village and is now occupied by Farnham Road. This route also forms part of the townland boundary between Finglas West and Finglas East (CHC025).

A review of Google Earth and Tailte Éireann satellite / aerial imagery from the 1990s onward confirmed that the lodge depicted on the historic OS maps to the south of St Helena is not visible on any of these images.

Ground works associated with the construction of St Helena’s Court housing development in the area to the south of St Helena House are visible at the location of the lodge on a 2017 Google Earth image. The reviewed imagery also shows the former demesne lands (CHC020.1) to the west of St Helena House as an area of modified parkland while the north end of the demesne lands is occupied by the Farnham Park sport pitches. No traces of any demesne features are visible on the reviewed imagery.

Archaeological monitoring of Luas Finglas GI works was carried out within the former demesne lands (CHC020.1). This revealed that the modified parkland area to the west of St Helena House contains 3.6m - 5m deep deposits of made ground while made ground measuring 2m deep was identified in the Farnham Park sports pitch to the northwest of the house (Refer to Volume 5 - Appendix A20.1). The made ground deposits contained modern inclusions such as plastic pipes and occasional brick fragments which were present directly above underlying natural ground, indicating that the area has been subject to significant modern ground disturbance. Tailte Éireann aerial imagery dating to 2000 also shows extensive ground disturbance works of unknown depth within this area. Archaeological monitoring of the excavation of a 1.55m deep Luas Finglas slit trench was also carried out within modified parkland in an area located c. 140m southwest of St Helena House (CHC020) (Volume 5 - Appendix 20.2 – Slit Trench ST-014). This identified a 0.10m deep sod layer overlying made ground deposits which were present to the base of excavation and nothing of archaeological significance was identified.

The Dublin City Development Plan 2022-2028 lists “St Helena House / community centre” as a protected structure (see Table 20-8). The area of historic demesne lands (CHC020:1), including woodland and associated features, which was formerly arrayed to the west and northwest of the house has been entirely removed by late-20th century development. In addition to the removal of areas of woodland and other demesne features, the present-day constrained and fragmented curtilage to this protected structure is a result of all modern interventions, including housing developments, revised access routes, modern boundary fencing and car parking areas, and is interpreted as being confined to the area delimited by the existing boundary of the house and community centre property.

Farnham House Demesne (CHC023)

Farnham House and its associated demesne lands were constructed in the mid-18th century as the residence of John Maxwell, the first Lord Farnham who died there in 1768. In 1814, a Dr Duncan established a hospital there for the ‘Treatment of Patients of the Upper and Middle Classes suffering from Alcoholism, Melancholia, Epilepsy, to mention just a few’ (Finglas Environmental Heritage Project, 1991). The house was demolished in 1959 and in the following year, the Hand Maids of the Sacred Heart of Jesus, a Spanish order of nuns, founded a convent within the property, which was known locally as the Spanish Convent.

Roque’s map of 1757 shows the house in the north end of the property, with gardens and orchards to the south. The property is named as “Farnham House (Lunatic Asylum)” on the 1st edition 6-inch (1843) and 25-inch (1909) OS maps and ‘Farnham House (Mental Hospital)’ on the 2nd edition 6-inch (1949) OS map. The detail on these maps shows that while the general extent of the property had not been altered during its use as a hospital during the 19th and 20th centuries, various amendments to the internal layout were carried out including the construction of new buildings as well as alterations to garden and orchard areas, sections of which were removed in the 20th century.

While the former location of the house, which is on the south side of Wellmount Road, is outside and to the east of the study area, the southernmost section of its associated former demesne lands (CHC023) does extend within the study area. The northern end of the property, including the location of the house and sections of its garden, is now occupied by the modern Finn Eber Fort housing estate and the southern end of the former demesne lands is occupied by Erin’s Isle GAA grounds (CHC021).

An archaeological excavation close to the former location of Farnham House identified an east-west aligned ditch feature potentially associated with a monastic enclosure (CHC035) (see section 20.3.1.2), as well as the foundations of 18th century outbuildings associated with Farnham House (McConway, 1996). A programme of archaeological monitoring of a development within the northwest corner of the property identified nothing of archaeological significance (Nelis, 2010).

Fort William / Spring Fort (CHC029)

The Civil Survey (AD 1654-6) records the presence of a 17th century 'stone house' (CHC029) within the grounds of the former medieval episcopal residence founded by Archbishop Luke in AD 1228 (Simington, 1945) (see also section 20.3.1.2). The recorded location of this house is within the east of the study area on the south side of Cappagh Road. A house named 'Spring Mount House' is shown at this location on the 6-inch OS map (1843) and is renamed as 'Fort William' on the 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. It is not known if the house shown on the OS maps incorporated the 17th century house or was a new structure built on its location. The house shown within the property on the historic OS maps was demolished during the 20th century and the property is now occupied by the modern Aylward Green residential development.

The 6-inch (1843) and 25-inch (1909) OS maps show the lands to the west of the house occupied by fields with areas of planted trees. A series of archaeological investigations were carried out at within the property during the 1990s and 2000s in advance of development projects. A 1995 programme of archaeological test excavations identified the low remains of the walls of a rectangular, two-roomed structure, 20m long and 4.5m wide, which was interpreted to be the possible remains of an outbuilding of potential 17th century date (Halpin, 1995). A potential ditch feature, measuring 5m wide by 0.75m deep, and pits of possible medieval date were also uncovered during two programmes of archaeological test excavations in 1997 (Halpin, 1997) (Cosgrove, 1997). The subsequent archaeological excavation of these features confirmed the presence of a medieval ditch and indicated that the outbuilding was of potential 16th century date (Reid, 2000). Subsequent archaeological investigations within the west end of the property, identified nothing of archaeological significance (O'Flanagan, 1992), (Bermingham, 1999) (Rogers, 2002).

Cardiff Castle (CHC032)

The site of a demolished 17th century house known as Cardiff Castle (CHC032) is located to the northwest of the junction of Cappagh Road and Cardiff Castle Road. The 17th century Civil Survey records that Cardiff's Castle and its lands were held by Alderman Barry of Santry, an English Protestant, and it was described as a stone house, slated, with a small office house and its associated lands included 130 acres of arable land and 20 acres of meadow (Simington, 1945). At that time, the lands were bounded on the east by Finglas Village, on the south by a lane, on the west by the lands of Cappuck and on the north by the lands of Kildonan (Simington, 1945). The detail on Roque's map (1757) does not show a house in the general location of this constraint. The house is shown and named 'Cardiff Castle in ruins' on the 1st edition 6-inch OS map (1843). This map shows potential extant sections of the house's east wall with a return wall at the south end, which extends westwards, suggesting that the north and west walls had been demolished by that time. The potential exists that other structures and features, such as outbuildings, footpaths and enclosed or unenclosed gardens, associated with the house may have been present at that time but were not included on the mapping of the house ruins. A number of post-1843 buildings are shown at the location on the 25-inch OS map (1909) and the detail on the 2nd edition 6-inch OS map (1949) shows that these remained extant and had been extended to the west. These buildings have since been demolished and the location of this constraint is now occupied by modern housing.

Two archaeological test trenches were excavated in a modified parkland area (CHC033) located to the east Cardiff Castle Road and to the south of Ravens Court during the programme of archaeological supervision of Luas Finglas slit trench works (Refer to Volume 5: Appendix 20.2 – Slit Trenches ST-062 and ST-063). The southern test trench measured 8m long by 0.8m wide and the recorded stratigraphy comprised a 0.10m deep sod layer overlying a 0.80m deep imported brown loamy clay deposit. Two service trenches were identified in the trench, and these comprised a water main pipe encountered at a depth of 0.75-0.90m and an electrical duct identified at a depth of 0.95m. The northern test trench measured 9.5m long by 0.75m wide and the recorded stratigraphy comprised a 0.10m deep sod layer overlying a 0.83m deep layer of imported brown loamy clay. A layer of yellow stony natural clay was identified at the base of the trench at a depth of 0.90-0.93m below modern ground level. Nothing of archaeological significance was identified in these trenches.

Finglaswood Bridge and Tolka Valley Park

Finglaswood Bridge

Finglaswood Bridge (CHC009) is a two-arch rubble limestone structure over the section of the River Tolka within the south end of Tolka Valley Park and formed part of the access route to Finglaswood House (CHC015) located to the northeast. A bridge is not illustrated for this location on the Down Survey map (AD 1654–56). However, it is noted that the map names Henry Seagrove as the owner of the lands on both sides of this section of the river and it is possible that the mapping has not included details on an internal bridge structure which connected his landholdings. The bridge is shown on Roque's map of 1757 as well as on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1953) OS maps. These maps show an access route to the bridge from the south extending from a roadway now occupied by Ballyboggan Road and this route continues towards Finglaswood House (CHC015) to the northeast. *The Irish Stone Bridges: History and Heritage* (O'Keeffe, 2016) states that although not investigated in detail, the bridge appears to date to the medieval period. A description of this constraint, which is based on a field survey carried out as part of this assessment, is provided in section 20.3.1.6 below.

Archaeological monitoring of the excavation of two Luas Finglas slit trenches to depths of 1.5m was carried out within the area of Tolka Valley Park to the south of Finglaswood Bridge (CHC009) (Volume 5 - Appendix A20.2 – Slit Trenches ST-009 and ST-010). A trench located c. 22m to the south of the bridge extended across a tarmac footpath and exposed a 0.70m deep deposit of crushed stone beneath the tarmac which overlay a compact dark brown loamy clay deposit of made ground containing modern refuse that was present to the base of excavation. A small cut limestone block was noted within the lower section of the made ground deposit and was left in situ. A trench excavated across a tarmac footpath directly to the south of the bridge revealed a 0.87m deep deposit of crushed stone beneath the tarmac layer and this overlay a 0.48m deep deposit of made ground consisting of dark brown stony clay. A layer of solid lime mortar at the base of the trench was interpreted as a localised dump of material potentially associated with the construction of the bridge. The archaeological monitoring report concluded that no archaeology was found in these two trenches (Refer to Volume 5 - Appendix A20.2).

The River Tolka (CHC010) extends west to east through the alignment of the proposed Scheme for a distance of c. 60m and comprises an area of archaeological potential. The river also forms the townland boundary (CHC011) between Ballyboggan South and Finglaswood. The 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1953) OS maps show this section of the river extending along its present course and no in-stream features, such as weirs or stepping stones, are depicted. The existing areas of wetlands along sections of the river's north bank were created/augmented by DCC as a park feature in 1999. Archaeological monitoring of Luas Finglas GI works within the section of the proposed Scheme boundary to the north of the river identified a buried topsoil layer visible at 0.83m and bedrock at 1.70m below present ground level (Refer to Volume 5 - Appendix A20.1). A wade and metal detection survey of the Tolka River was carried out as part of the Luas Finglas archaeological site investigations and this identified no features of archaeological significance in the river or within the riverbanks. No archaeological objects were recovered. The river has a gentle concave profile and is on average 9m wide by 0.8m deep.

Tolka Valley Park also contains the recorded locations of a number of other cultural heritage constraints potentially dating to the 18th century or early 19th century. The DCIHR lists a quarry (CHC013) shown to the north of Finglaswood Bridge (CHC009) on the 1st edition 6-inch OS map (1844), 25-inch OS map (1910) and 2nd edition 6-inch map (1953). The DCIHR records that the location of the quarry is now occupied by a footpath/public park and no visible surface traces were identified during the field survey. The 1st edition 6-inch (1844) and 25-inch (1910) OS maps also show small unlabelled buildings at the southwestern edge of the quarry which are not shown on the 2nd edition 6-inch map (1953). These buildings were likely associated with the use of the quarry, perhaps storage buildings which were demolished during the early decades of the 20th century. The 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps also depict a small unnamed roadside building (CHC008) which formerly stood in the south end of Tolka Valley Park adjacent to the west side of an existing park entrance on Ballyboggan Road. It is shown adjacent to an access route which diverges towards two now demolished residences within the park (Finglaswood House (CHC015) and Ballyboggan House). The location of the demolished Ballyboggan House is beyond the eastern side of the study area. The structure (CHC008) adjacent to Ballyboggan Road may have formed

a lodge building associated with one of those residences but is not named as such on the OS maps and its location is now occupied by a park footpath.

Industrial and Transport Heritage Constraints

The southern end of the study area contains several industrial and transport constraints dating from the 18th and 19th centuries which are associated with the Royal Canal (CHC003) and the Midland and Great Western Railway (MGWR) (CHC001).

The Royal Canal (CHC003), extends west to east through the southernmost section of the study area for a distance of c. 250m. The canal was constructed by the Royal Canal Company, which was formed by royal statute in 1789, in order to provide a transport link between Dublin and the Shannon. The construction of the canal commenced in 1790 in the vicinity of the 5th canal lock and continued to the east towards Ashtown and to the west towards the River Liffey. Prior to this activity, the area is depicted on Roque's 1757 map as an area of fields which do not contain any structures or depicted features.

The excavation of the canal was carried out manually with up to 2,000 labourers employed in this work. Following the excavation of the canal channel, the sides and bed of sections in areas of permeable ground were lined with layers of puddle clay in order to make it watertight while only the sides were lined in areas of naturally watertight ground (Waterways Ireland, 2007). The construction project encountered financial difficulties from the outset and the Royal Canal Company sought to raise funds from parliament and through private loans. Although the canal was not entirely completed until 1817, by 1796 trade boats and passenger services had commenced on the section between Dublin and Kilcock, and to Mullingar by 1806.

The Royal Canal Company was dissolved in 1813, and its property vested in the Directors General of Inland Navigation, who completed construction to the Upper Shannon in 1817. The construction of the canal provided an important east-west transport route across the country, and it also provided an impetus for the development of industry and associated workers' housing within its environs mainly through the provision of a regulated water supply which was vital to many 19th century industries. While the commercial use of the Royal Canal decreased significantly as the 19th century progressed, particularly due to increased competition from the developing railway network, it remained in use until 1961 when it was officially closed as a navigation route. The canal fell into disrepair in the years after its closure, but it has been developed as a public amenity in recent decades, including through the use of sections of its adjacent towpath as walking routes. The 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps depict the section of the canal within the study area extending along its existing route. Other associated constraints within the study area comprise the extant towpath (CHC003.1) on the north side of the canal, the 7th canal lock (CHC003.2) and a lock house (CHC003.4) which are located within the east side of the study area (see Table 20-8). While the 1st edition 6-inch OS map (1844) depicts a towpath on the southern side of the canal, the detail on the 25-inch OS map (1910) shows that the MGWR (CHC001) had been constructed on its location.

Archaeological monitoring of the excavation of two Luas Finglas slit trenches to maximum depths of 1.5m below modern ground level was carried out within the section of the canal towpath (CHC003.1) to the east of Broome Bridge (CHC001.1) (Volume 5 - Appendix A20.2 – Slit Trenches ST-001a/b). A trench within the towpath in this area exposed a 0.30m deep deposit of compacted crushed stone beneath the tarmac surfaced footpath and this overlay a re-deposited yellow brown clay layer that extended to the base of excavation. A trench excavated along the grass verge on the north side of the footpath exposed a 0.3m sod layer over a brownish yellow clay deposit which was present to the base of excavation. Two cast iron trunk mains and a vertical pressure valve were identified within these trenches and nothing of archaeological significance was found. A third trench was excavated to a maximum depth of 1.4m adjacent to the western boundary of the car park of the industrial estate to the north of Broome Bridge was also monitored (Volume 5 - Appendix A20.2 – Slit Trench ST-002). This identified a 0.30m deep levelling layer beneath the tarmac surface which consisted of a compact brown stony clay and overlay a re-deposited yellow brown clay layer that extended to the base of excavation. Numerous services were located within the trench and nothing of archaeological significance was identified.

Midland and Great Western Railway

The Royal Canal was sold to the MGWR in 1845 and a railway line (CHC001) was constructed adjacent to the canal in the late 1840s, initially to connect Dublin and Mullingar and was extended then to Galway by the 1850s. The original plan was to build the new railway line within the drained canal bed, but this was prohibited under the terms of the sale and the line was instead constructed parallel to its southern side. There were a number of advantages to MGWR resulting from the acquisition of the canal system which included the provision of an existing uninterrupted route from Dublin into the midlands that avoided delays arising from the purchase of new lands as well as through the use of the canal system as transport route for the delivery of building equipment and other supplies during the construction of the adjacent railway (Waterways Ireland, 2007). The completed railway operated as a passenger and freight line which included cattle sidings and pens used in the transport of cattle to the Smithfield market. The MGWR was one of the many railways amalgamated in 1925 to form the Great Southern Railway and the line now operates as a twin-track passenger route. The 25-inch (1910) and 2nd edition 6-inch (1953) OS maps revealed that each of these maps depict the section of the railway within the study area extending along its existing route. A number of constraints associated with the railway are located within the surrounding study area and these include the recorded locations of a cattle siding and pen (CHC001.2 and CHC001.3), Liffey Junction station (CHC001.5) and an associated signal house (CHC001.6), as well as the locations of an extant railway bridge (CHC001.4) and water tower (CHC001.7) (see Table 20-8). Archaeological monitoring and excavations during Luas Cross City (LCC) works within the environs of the Liffey Junction station (CHC001.5) identified subsurface remains of a Chemical Manure Works (CHC002) in the area to the east of its location and the portions of this structure due to be directly impacted upon were subject to full archaeological excavation (Hession, 2020). No subsurface remains of structures associated with the MGWR were identified within the study area during these archaeological works (Hession, 2020).

Broome Bridge

The original Broome Bridge (CHC001.1) was a single-arch limestone bridge built over the Royal Canal (CHC003) in c. 1790 and it was named after William Broome, one of the directors of the Royal Canal Company. The bridge was extended to the south in 1845 in order to incorporate a bridge over the newly constructed MGWR (CHC001). The 1st edition 6-inch (1844) shows the canal bridge prior to the construction of the railway line while the 25-inch (1910) and 2nd edition 6-inch (1953) OS maps both depict the existing extent of the bridge following its extension. The bridge also retains cultural heritage significance due to its association with William Rowan Hamilton who, on the 16th of October 1843, realised and then inscribed his mathematical formula for quaternions on the bridge ($i^2 = j^2 = k^2 = ijk = -1$). A Portland limestone plaque on the northwest spandrel of the bridge commemorates this discovery. A description of this constraint, which is based on surveys carried out as part of this assessment, is provided in section 20.3.1.6 below.

20.3.1.5 Early Modern Period (c. 1850 to present)

Due to a lack of land in the early 1950s, Dublin Corporation (now DCC) extended the city boundary northwards and acquired the necessary land for new housing schemes, in part to rehouse many north inner-city Dublin residents following extensive development and tenement clearance works in that area. The lands on which the housing schemes in Finglas West were built, were obtained by compulsory purchase order in 1951 and had been formerly used as farmland (Brady, 2016).

Many of these new estates, particularly in Finglas West, were named after prominent Irish republicans including Barry, Casement, Plunkett, Mellows, McKee, Clune and Clancy, while others housing estates within the environs of the proposed Scheme include Valeview, Dunsink, Gortmore, Carrigallen and Barnamore. The extensive housing estates constructed in Finglas West were built in phases and generally proceeded from west to east during the 1960s and 1970s. The houses within the estates are typically three- or four-bedroomed with concrete render, with front and rear gardens. The construction of these housing estates resulted in a dramatic population growth in Finglas which rose from 602 people in 1951 to 4,879 in 1956; to 11,745 in 1961; and to 18,718 in 1966 (Brady, 2016).

A Kingdom Hall of the Jehovah's Witness (CHC031) is located within the section of the study area at the north end of Patrickswell Road. This is a late 20th century religious building of brick construction and has an associated car park and boundary wall to the north and east.

Due to a scarcity of metals in the period following World War II, DCC reused Dublin LRV poles stored in their yards as light poles during the development of Finglas in the 1950s and 1960s. Two of these poles are located within the study area and are located on the footpath along the west side of Patrickswell Place (CHC028).

A handball alley (CHC036) of concrete construction is located within the study area in the northwest corner of Finglas Fire Station car park on the north side of Mellows Road. The west and north walls of the alley form part of the fire station's northwest boundary. The hand ball alley is not indicated on the 2nd edition 6-inch OS map (1949) and, therefore, likely dates to the second half of the 20th century. The first historical references to the playing of handball in Ireland dates to the 16th century. Before the construction of handball alleys in the 20th century, it was predominantly played in appropriated existing structures, such the walls of disused buildings and bridges¹⁶. The 20th century handball alleys are typically of concrete construction with two side walls and a raised front wall with indoor examples becoming more common later in the century. CHC036 is a concrete-built handball alley which contains two side walls with the front wall on the north side and it measures c. 6m wide and 9m long.

Erin's Isle GAA grounds (CHC021) area in the east end of the study area and are to the east of Farnham Drive. The grounds contain pitches as well as a clubhouse, in addition to a pitch and putt area. The western boundary of the grounds is formed by a modern wall with an entranceway in the north end formed by metal gates. This constraint is located within the southern end of the former Farnham House grounds (CHC023) and large fields with trees are shown at its location on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps.

A modern memorial (CHC039), comprising a statue and plaques commemorating Commandant Liam Mellows, is located within the study area and comprises a landscaped area in the north end of Mellows Park. The memorial was unveiled by the Irish National Graves Association in 2019 and is delimited with metal fencing forming part of a pedestrian bridge over the Finglas Bypass. Mellows was an early 20th century Irish republican and Sinn Féin politician, who commanded Irish Republican Army forces operating in the west of Ireland during the Easter Rising of 1916. He was a Commandant in the Anti-Treaty forces during the Civil War and was captured by the Free State army during the occupation of the Four Courts in 1922.

A sculpture (CHC001.8) in the south end of the study area, which created by the artist Emma Ray under commission by TII and the Royal Irish Academy, was installed at the Luas Broombridge Hamilton depot in 2019¹⁷. The sculpture commemorates Irish mathematician William Rowan Hamilton's discovery of his quaternion formula, and it is inset within a pavement area in the west end of the depot. It re-enacts the story of the discovery by marking the footsteps of Hamilton and his wife which come to a stop as he realises the formula which is then illuminated in the pavement in Hamilton's handwriting. This sculpture is an additional memorial feature to the Hamilton memorial plaque inset in the northwest spandrel of Broome Bridge (CHC001.1), and previously referred to in section 20.3.1.4.

A memorial garden feature (CHC054) in the section of the study area within Finglas Garda Station. This was unveiled in 2020 in the southern area of the station grounds in order to commemorate two Garda officers. The small garden area consists of a paved stone ground surface, seating, a planted tree and two inscribed plaques.

Archaeological monitoring of Luas Finglas GI works revealed widespread areas of deep deposits of made ground within the study area which contained frequent modern inclusions (see Volume 5 – Appendix A20.1).

¹⁶ <http://www.irishhandballalley.ie/p/about-handball-alley.html>

¹⁷ <https://www.ria.ie/hamilton-did-it>

20.3.1.6 Field Survey

This section presents descriptions of a number of accessible extant structures located within the environs of the proposed Scheme and are based on field surveys carried out as part of this assessment (see Volume 5 - Appendix A20.3 for photographic record).

Broome Bridge (CHC001.1) and Royal Canal (CHC003)

This bridge contains two arches, which span the canal (CHC003) at north and the railway line (CHC001) at south. The bridge is constructed with a mix of rubble and squared limestone that has sections of courses in parts with random stonework elsewhere. The semi-circular arch over the canal has an arch ring of voussoirs with a keystone. The elliptical arch over the adjacent railway line is higher than the canal arch and contains an arched ring of voussoirs without a keystone. In general, the historic limestone masonry of the bridge piers, abutments, spandrels and parapets is constructed with uncoursed, well-built rubble with relatively fine joints between stones and liberal use of small pinning stones to reduce joint sizes. The bridge terminates at the north end with concrete capped wing walls that splay away from the bridge and terminate at piers.

The structure has been compromised by poor execution of stonework and material use in recent years resulting from re-construction and realignment of sections of parapet and abutment walls. The west parapet wall appears to have been rebuilt at some time in the recent past. The north end of the east parapet above the canal section contains coursed squared limestone and is also capped with limestone coping stones in this area. The section of the parapet over the railway contains sections of concrete slabs and limestone coping. There are also reconstructed sections of concrete block and modern stone-faced sections of the wing walls and bridge parapet walls. There is poor-quality finish of terminals to the eastern parapet wall at either side of a breach where an existing steel pedestrian bridge extending from the Luas Broombridge Hamilton depot has been attached to the structure. The western elevation also contains inappropriate cement pointing to joints on the original canal bridge spandrel masonry and poorly reconstructed parapet masonry with stones placed on unlevel beds with long, unbroken vertical joints. The existing tarmac road carriageway over the bridge follows a steep gradient extending along the approaches to the structure from the north and south.

An archaeological underwater / wade condition survey of Broome Bridge (CHC001.1) and the adjacent section of the Royal Canal (CHC003) was also carried out as part of the Luas Finglas site investigations (Dive Survey Licence 24E0146 and Detection Device Licence 24R0183). The survey area extended approximately 255m to the east of the bridge and 60m to the west. Due to restrictions around working adjacent to a live railway line and roadway, only the northernmost, original portion of Broome Bridge could be surveyed in detail. The condition survey found that while the bridge appeared to be well maintained, with evidence of various sections of repair work, it was in poor condition and displayed several defects such as section loss, mortar loss, erosion and cracked stones. An area of damage was noted on the east face of the north abutment wall which consisted of section loss to masonry as well as sections of mortar and stones that appear to have been delaminated and split, potentially as a result of fire damage.

A number of significant defects were noted within the canal walls at Broome Bridge. Within the north canal wall, several areas of displacement, voids and partial collapse up to 5.40m long was noted to the upper courses of the wall. The masonry joints in this section were open with no indication of any mortar being present. The copings also appear to be displaced at the east end of the north canal wall and there is evidence of concrete repairs being carried out in this area. Several coping stones have been recently replaced with machine cut limestone blocks directly under the bridge. Similar voids and displacement were noted at the western end of the north canal wall. Two courses are also missing from the top of the section of the south canal wall located directly adjacent to the bridge pier. The area of displacement measures 2.50 x 0.60 x 0.50m and may be associated with a tree trunk and root system growing through the masonry joints.

The wade survey of the canal determined it to have a very gentle, concave profile and moderate to steeply sloping banks. On average the canal measures 12.5m wide by 1.7m deep. The navigation channel is generally of earth/puddle clay with extensive silting. The exception to this is at Broome Bridge, where the canal walls on both sides are of vertical masonry construction, with coping stones, which extend for a length of 46m. The canal navigation channel within the survey area has stony silt banks generally covered in

vegetation. The banks have a moderate (approx. 45°) slope above water, and 30° below water, gradually breaking to an uneven concave canal bed. The canal banks and base below water are composed of stony silt. The density of stones and modern rubbish (bicycles, etc.) in the canal bed increases adjacent to and under Broome Bridge. No fixtures, sluices, culverts or utilities were present along the navigation channel's banks.

Finglaswood Bridge (CHC009)

The NIAH records that this bridge was built in the early 17th century, with a possible partial rebuilding of sections in c. 1820. The bridge contains round arches, comprising a higher southern river arch and a lower, dry northern arch. The structure has random rubble limestone abutments, spandrels and a central pier with substantial block-and-sneak rebuilding to the western elevation and to the parapet walls which have cement copings. There are roughly dressed voussoirs to the arches and V-shaped rubble stone cutwater to the west. An inspection of the bridge revealed that sections of the upper portions have been largely rebuilt in recent years and the overall structure has been somewhat compromised. The north-eastern wing wall parapet contains poor-quality modern construction with small quoin stones and poor bonding. There is guillotined modern stonework to the parapet and the masonry above the southern arch barrel on the western elevation. The voussoirs to the arches, are roughly-squared limestone blocks with a pointed masonry cutwater on the upstream elevation of the central pier which has a cast-concrete capping. It has entirely modern masonry capping to the reconstructed parapet walls and the road deck is hard surfaced across the full width of the crossing with no soft verges on the structure. A section of suspended pipework has been embedded into the eastern elevation and there is growth of buddleia and ivy between the arch-heads and parapet masonry. The bridge now provides pedestrian access across the River Tolka.

An archaeological underwater/wade condition survey of the bridge and the adjacent section of the River Tolka was also carried out as part of the Luas Finglas site investigations (Dive Survey Licence 24E0146 and Detection Device 24R0183). The riverbanks on either side of the bridge are earthen, both above and below water. The north and south riverbanks to the west of the bridge are generally very steep (80–90°) at the water's edge, but above this line they have variable undulating slopes (10–60°) which are covered by grass, bushes and trees with the latter being particularly dense on the north riverbank. The underwater sections of the banks contain frequent roots and medium-sized subangular stones, as well as frequent overhangs and voids possibly relating to root activity. The shallow riverbed (max. depth 0.70m) is covered in shingle, silt and rocks, occasional large stones and minimal coarse sand. The riverbed has a very gentle uneven concave profile with located areas containing a flat base. The density of stones and modern rubbish, such as bicycles, within the riverbed increases adjacent to and under the bridge. The frequency of modern metallic objects found by underwater metal detection was very high and no features or objects of archaeological significance were identified.

St Helena House (CHC020)

St Helena House survives as a three-bay two-storey square-plan former residence, with a full-height central breakfront on its front elevation, and a number of extensions and annexes with a tarmac-surfaced walled courtyard adjacent to the north side. The house is now in use as a community resource centre and a childcare building. A revised access road was constructed to the northwest of the house during the 2000s and a housing development was constructed to the south in 2017. The area immediately to the west of the house is now occupied by a tarmac-covered car park constructed in the 2000s which is bound by tall metal fencing on the west side that obscures views from and towards the house in this direction. This tall fence line also extends along the southern end of the property. A lodge structure shown to the south of the house on the OS maps has been demolished and no surface traces exist at its indicated location which is now a grassed area at the margin of the housing development to the south.

The partial remains of one of the buildings shown to the north of the house on the 1st edition 6-inch (1837), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps are located on the east side of the extant courtyard to the north of the house. This building, which comprises a two-storey stone structure with a long north to south axis (c. 13m x 5m), is now unroofed and the first floor, the south gable wall and original windows and doors have been removed (Bagnell, 2019). A gateway is still present to the south of the house at the location of a property entrance shown on the 1st edition 6-inch (1837) 25-inch (1909) and 2nd edition 6-inch (1949)

OS maps. The existing modern metal gate at this location is attached to a modern concrete wall on the south side which extends for c. 2m to the south where it terminates at the metal fence line that separates the St Helena's property from the modern St Helena's Court housing development to the south. The north end of the gate is attached to a c. 1m high stone boundary wall that extends for c. 20m to the north to the south-eastern corner of St Helena House. The fabric of this wall is obscured by painted render on the outer (east) side and by vegetation on the west side but appears to comprise a random rubble stone wall that may form part of an original boundary feature.

The location of the demesne lands (CHC020.1) to the west and northwest of the house are now occupied by modified parkland to the west of the house and the Farnham Park sports pitch in the area to the northwest. An east to west section of St Helena's Road (c. 12m wide) has also been constructed through the centre of this area. No surface traces survive of any of the wooded area of the demesne land depicted on the 1st edition 6-inch (1837), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps in these areas and the Finglaswood Stream has been culverted.

King William's ramparts (CHC027)

The extant southern section of King William's ramparts (classified as town defence) comprises a well-preserved 30m long earthen bank which stands 3.5m above existing ground surface on its southern side, and 1.8m above existing ground on the north side. The remains of a c. 1.2 high section of stone wall survive at the east end of the rampart and extends westward for a distance of c. 2.4m. The rampart is now set behind a boundary wall and railings, which define the entrance to the Patrickswell Court housing estate, attached to which is a plaque containing information about the rampart. The projected line to the east is now occupied by a green area extending along the west side of Patrickswell Road and no surface traces of the rampart were noted in this area.

20.3.2 Characterisation of the Baseline

The cultural heritage constraints within the study area are summarised below and are detailed in Table 20-8, which contains some entries containing cross-references to associated constraints as well as sections of the chapter where further details are provided. These constraints are also mapped in Volume 4 – Map Figure 20-1.

There are no constraints of Very High importance located within the study area.

Fourteen cultural heritage constraints of High importance have been identified within the study area and these comprise:

- One historic town (CHC026);
- One tower house (CHC015);
- Two 16th/17th century Houses (CHC029 and CHC032);
- One 18th century house (CHC020);
- One town defence rampart (CHC027);
- One holy well (CHC034);
- One monastic enclosure (CHC035);
- Two bridges (CHC001.1 and CHC009);
- One canal (CHC003), with an associated towpath (CHC003.1) and canal lock (CHC003.2); and
- One railway line (CHC001).

Fourteen cultural heritage constraints of Medium importance have been identified within the study area and these comprise:

- Three AAPs (CHC005, CHC010 and CHC033);
- Two CAs (CHC004 and CHC012);
- Two railway structures (CHC001.4 and CHC001.7);
- One religious building (CHC031);
- One sports club (CHC021);

- One handball alley (CHC036);
- One townland boundary (CHC011);
- Two memorials (CHC039 and CHC054); and
- One sculpture (CHC001.8).

Fourteen cultural heritage constraints of Low importance have been identified within the study area and these comprise:

- Four levelled railway structures in disturbed areas (CHC001.2, CHC001.3, CHC001.5 and CHC001.6);
- One canal structure (CHC003.4);
- Two sites of buildings (CHC008 and CHC052);
- One AAP (CHC022);
- Two demesne features with low potential for subsurface remains (CHC020:1 and CHC023);
- One pair of LRV poles reused as light poles (CHC028);
- One quarry site (CHC013); and
- Two townland boundaries (CHC003.3 and CHC042).

Ten cultural heritage constraints of Very Low importance have been identified in disturbed/modified areas within the study area and these comprise:

- Five sites of buildings (CHC007, CHC043, CHC045, CHC046 and CHC047);
- One demesne feature (CHC024);
- One site of a well (CHC044); and
- Three AAPs (CHC014, CHC016, and CHC037).

Fifteen levelled cultural heritage constraints of Neutral importance have been identified in very disturbed/modified areas within the study area and these comprise:

- Eleven townland boundaries (CHC018, CHC019, CHC025, CHC030, CHC040, CHC041, CHC048, CHC049, CHC050, CHC051 and CHC053);
- One Manure Works (CHC002);
- Two sites of buildings (CHC006 and CHC038); and
- One demesne feature (CHC017).

Table 20-8: Cultural Heritage Constraints within the study area

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
CHC001	Railway: MGWR	CA 38	Cabragh (E.D. Finglas) and Ballyboggan South	<p>This railway line was constructed in the 1840s to connect Dublin and Mullingar and remains in use as a twin-track passenger line. The section within the part of the study area in the environs of the Luas Broombridge Hamilton depot measures c. 250m in length and extends in an east to west direction parallel to the south side of the Royal Canal (CHC003). It operated as a passenger and freight line, which included cattle sidings and pens used in the transport of cattle to the Smithfield market, including examples within the study area (CHC001.2 and CHC001.3). A review of the 25-inch (1910) and 2nd edition 6-inch (1953) OS maps revealed that they each depict the railway following its existing route within the study area. (see section 20.3.1.4 for further details).</p> <p>Constraints associated with the MGWR within the study area include two bridges (CHC001.1 and CHC001.4), a railway station (CHC001.5), a signal house (CHC001.6) and a water tower (CHC001.7) (see entries below).</p>	High
CHC001.1	Canal and Railway Bridge: Broome Bridge	RPS_DCC_909 NIAH 50060126 CA 38	Cabragh (E.D. Finglas) and Ballyboggan South	<p>A single-arch limestone bridge built over the Royal Canal c. 1790 and extended to the south in c. 1845 to incorporate a bridge over the MGWR line (CHC001). The canal bridge is depicted on the 1st edition 6-inch map (1844) and the railway bridge extension is depicted on the 25-inch map (1910) and 2nd edition 6-inch map (1953). It also retains cultural heritage significance due to its association with the mathematician William Rowan Hamilton and a plaque on the west-facing side of the canal section of the bridge commemorates his discovery of the formula for quaternions at the location on 16th October 1843 (see section 20.3.1.5 for further details). This discovery is also commemorated by a sculpture within the Luas Broombridge Hamilton depot (CHC001.8).</p>	High
CHC001.2	Railway: Cattle Sidings	DCIHR	Grangegorman North	<p>Depicted as a cattle siding to the south of the MGWR (CHC001) on the 2nd edition 6-inch OS Map (1953). There are no extant remains and the DCIHR records that its location is now occupied by a factory building. This factory building and its associated yard area are within the Batchelor's Limited property located to</p>	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>the south of the Luas Green line and are accessed from Bannow Road to the south.</p> <p>There is a low potential for associated sub-surface remains to survive at this location due to modern disturbance.</p>	
CHC001.3	Railway: Cattle Pen	DCIHR	Grangegorman North	<p>This constraint is depicted on the 25-inch OS map (1910) and is named as “Cattle pen” on the 2nd edition 6-inch OS map (1953). There are no extant remains and the DCIHR records that its location is now occupied by a factory building. This factory building and its associated yard area are within the Batchelor’s Limited property located to the south of the Luas Green line and are accessed from Bannow Road to the south.</p> <p>There is a low potential for associated sub-surface remains to survive at this location due to modern disturbance.</p>	Low
CHC001.4	Railway: MGWR bridge	NIAH 50060127	Grangegorman North	<p>Railway bridge built in c. 1864 at Liffey Junction to carry MGWR’s North Wall extension over the Royal Canal (CHC003) and the northern canal towpath (CHC003.1) at the 7th lock (CHC003.2). The bridge is depicted on the 25-inch (1910) and 2nd edition 6-inch (1953) OS maps both of which show the section at north-east extending over the towpath. The bridge comprises a cast-iron flat, fixed deck, which carries a twin track, containing steel support girders and parapets, with modern metal fencing added along the west side. The section of the bridge over the canal is supported by the walls of the 7th lock (CHC003.2) while the section extending over the towpath is supported by rock-faced limestone walls. An extant railway water tower (CHC001.7) is located c. 10m to the south of the bridge.</p>	Medium
CHC001.5	Railway: Liffey Junction station	DCIHR	Grangegorman North	<p>The DCIHR records that this comprised a former railway station constructed at the junction of two MGWR lines, with one line terminating at Broadstone and the second terminating at North Wall. The station was opened in 1864 and was formally closed for passenger transport in 1937, although it continued to be used for cattle traffic until the 1970s. The junction and associated structures are depicted on the 25-inch OS map (1910) and 2nd edition 6-inch OS map (1953). The location of the station is now occupied by the Luas Broombridge Hamilton depot and the DCIHR records that remains of platform walls survive.</p>	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
CHC001.6	Railway: Signal house	DCIHR	Grangegorman North	<p>The former location of this structure is shown on the north side of the railway line within Liffey Junction Station on the 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. The DCIHR description of the structure recorded that no surface remains survive. Its former location is now occupied by an overgrown brownfield area between the MGWR line (CHC001) and the Royal Canal (CHC003).</p> <p>There is a low potential for associated subsurface remains to survive at this location.</p>	Low
CHC001.7	Railway: Water Tower	DCIHR	Grangegorman North	<p>Located to the southwest of Liffey Junction station (CHC001.4) this extant water tower has limestone walls with red brick quoins and is mounted with a wrought-iron sheet tank. While not named or clearly depicted, a structure within the environs of its location is depicted on the 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. It is located between the Luas Green line to the south and the canal (CHC003) to the north.</p>	Medium
CHC001.8	Railway: Hamilton Sculpture	N/A	Grangegorman North	<p>A sculpture created by the artist Emma Ray and commissioned by TII, and the Royal Irish Academy was installed within the Luas Broombridge Hamilton depot in 2019 to commemorate Hamilton's discovery of his quaternion formula at Broome Bridge (CHC001.1) (see section 20.3.1.5)</p>	Medium
CHC002	Cultural Heritage: Manure Works	DCIHR	Grangegorman North	<p>The recorded location of this constraint is within an overgrown area to the south of the canal (CHC003). The DCIHR records that this constraint is named as "Chemical Manure Works" on an 1864 OS map and that no surface remains now survive. Structural features are depicted, but not named, at the location on the 25-inch OS map (1910). The subsurface remains of this constraint were identified during LCC works and those portions directly impacted upon were subject to archaeological excavation (Hession, 2020).</p> <p>There is, therefore, a very low potential for associated subsurface remains to survive at this location.</p>	Neutral
CHC003	Canal: Royal Canal	CA 38	Ballyboggan South	<p>The Royal Canal traverses the study area of the proposed Scheme in the environs of the Luas Broombridge Hamilton depot in a broadly west to east direction for a distance of c.</p>	High

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				250m and averages 12m in width. The canal was built by the Royal Canal Company to provide a transport link between Dublin and the Shannon and while it was not entirely completed until 1817, by 1796 trade boats and passenger services had commenced on the section between Dublin and Kilcock. The canal was sold to the MGWR in 1845 (see section 20.3.1.5 for further details).	
CHC003.1	Canal: Royal Canal towpath	CA 38	Ballyboggan South	<p>Towpath along the north side of the canal which now forms part of a public walkway and extends in a west to east direction for 250m through the study area of the proposed Scheme. The existing path has a tarmac surface with grass verges on both sides and these have a combined width of c. 8m. The section of the towpath within the study area is bound on the north side by concrete walls and modern fencing which form the boundaries of commercial premises to the north. The towpath includes an underpass beneath Broome Bridge (CHC001.1) where the path diverts northwest wards from the towpath up to Broombridge Road on both the east and west bridge approaches. The section of the towpath along the underpass is lined with limestone capped retaining walls at the canal edge and these include a section of new replacement limestone capstones at the east end. There were no traces of similar limestone capping or retaining walls noted during an inspection of other sections of the towpath within the study area.</p> <p>There is a medium potential for surviving associated sub-surface remains of earlier towpath surfaces and drainage systems beneath the existing path.</p>	High
CHC003.2	Canal: Royal Canal 7 th Lock Gate and chamber	NIAH 50060047	Grangegorman North	Canal lock built c. 1790 as part of the Royal Canal (CHC003) and it is depicted on the 1 st edition 6-inch (1844), 25-inch (1910) and 2 nd edition 6-inch (1953) OS maps. The walls of the lock, including the chamber, are of tooled ashlar limestone construction and contain surviving attached mooring rings and timber gates at the east and west ends. The remains of winding machinery are located on the west side of the lock.	High
CHC003.3	Cultural Heritage: Townland boundary	N/A	Cabragh (E.D. Finglas) and Ballyboggan South	The navigable channel of the Royal Canal (CHC003) to the east of Broome Bridge (CHC001.1) is shown as also forming the	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>townland boundary between Cabragh (E.D. Finglas) and Ballyboggan South on the 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. The potential exists that the line of the townland boundary in this area may have been altered to follow the route of the canal at some point following its construction.</p> <p>There is a very low potential for subsurface archaeological remains associated with the townland boundary at this location.</p>	
CHC003.4	Canal: Lock House	DCIHR	Grangegorman North	<p>This structure is named as a “Lock House” on a 25-inch OS map of 1864 in the area located c. 6m to the north of the Royal Canal 7th Lock Gate and chamber (CHC003.3). It is depicted but not named on the 25-inch OS map (1910) and 2nd edition 6-inch (1953) OS maps. There are no visible remains of the lock house, and its former location is within a green area adjacent to the north side of the canal towpath (CHC003.1).</p> <p>There is a low potential for the presence of associated subsurface remains to survive.</p>	Low
CHC004	Conservation Area	CA 38	Cabragh (E.D. Finglas) and Ballyboggan South	<p>This CA extends along the Royal Canal and encompasses its adjacent towpaths as well as sections of adjacent lands. The MGWR railway line (CHC001) and Royal Canal (CHC003), as well as their associated constraints within the study area, are located within the CA.</p>	Medium
CHC005	Area of Archaeological Potential	N/A	Ballyboggan South	<p>Overgrown green area located on the west side of Broombridge Road, to the north of the canal towpath (CHC003.1) and is bound by modern commercial premises to the north and west. The general location is shown as an area of fields not containing any structures or depicted features on Roques’ 1757 map. The location is shown as a field on the 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. Google Earth imagery dating to 2009 indicates that ground disturbance was being carried out within the east and central sections of the green area at that time. A c. 2m high boundary fence which is flanked by a tall hedgerow at the south end of this area screens views from the Royal Canal (CHC003) and its adjacent towpath (CHC003.1).</p>	Medium

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				The extent of disturbance to this AAP is currently unknown and therefore a medium potential exists for presence of sub-surface archaeological remains.	
CHC006	Cultural Heritage: Site of building	N/A	Ballyboggan South	<p>This demolished building is shown to the east of Broombridge Road on the 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. It is named 'Tolka Lodge' on the 1st edition 6-inch map and 'Broomebridge House' on the later maps. The OS maps show the access to the building was from a laneway to the north.</p> <p>The former location of Tolka Lodge is now occupied by modern commercial buildings and there is very low potential for associated sub-surface remains to survive at this location.</p>	Neutral
CHC007	Cultural Heritage: Site of building	N/A	Ballyboggan South	<p>This demolished lodge building is shown adjacent to the east side of Broombridge Road on the 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps. These OS maps also show a now removed laneway on the south side of the lodge that leads to the former location of Tolka Park House which indicates that the lodge was associated with that house. Tolka Park House is outside the east end of the study area and its location is now occupied by a commercial premises.</p> <p>The site of the lodge building is now occupied by a car park within a commercial premises and there is a low potential for associated subsurface remains to survive at this location.</p>	Very Low
CHC008	Cultural Heritage: Site of building	N/A	Ballyboggan South	<p>The 1st edition 6-inch (1844), 25-inch (1910) and 2nd edition 6-inch (1953) OS maps depict a small, unnamed roadside building within the south end of present day Tolka Valley Park adjacent to the west side of an existing park entrance off Ballyboggan Road. Each of the various OS maps show the building adjacent to an access route which diverges towards the locations of two residences: Finglaswood House (CHC015) to the northeast and Ballyboggan House outside of and to the east of the study area.</p> <p>Both of these buildings have since been demolished. The roadside structure (CHC008) may have formed a lodge building associated with Finglaswood House but is not named as such on the OS maps.</p>	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				The building has been demolished. Its location is now occupied by a park footpath and a field survey of the area revealed that no surface traces remain. There is a low potential for associated sub-surface remains, including walls, paths or garden features to survive at this location.	
CHC009	Bridge: Finglaswood Bridge	RMP DU014-075---- RPS_DCC_906 NIAH 50130015 CA 37	Ballyboggan South and Finglaswood	Finglaswood Bridge is an extant two-arch rubble limestone structure over the River Tolka and now provides pedestrian access across the river within Tolka Valley Park. The NIAH records that the bridge was built c. 1600 and possibly partly rebuilt c. 1820, with round arches comprising a higher southern, river arch and a lower, dry northern arch (see section 20.3.1.4 for further details).	High
CHC010	Area of Archaeological Potential	CA 37	Ballyboggan South and Finglaswood	The River Tolka extends west to east through the study area and comprises an AAP. The areas of wetlands along sections of the north bank were created/augmented by DCC as a park feature in 1999 generating an unknown level of disturbance. As the extent of disturbance to this area is currently unknown, a medium potential therefore exists for the presence of sub-surface archaeological remains.	Medium
CHC011	Cultural Heritage: Townland boundary	N/A	Ballyboggan South and Finglaswood	The River Tolka is depicted on the 1 st edition 6-inch (1844), 25-inch (1910) and 2 nd edition 6-inch (1953) OS maps as forming a section of the townland boundary between Ballyboggan South and Finglaswood. A medium potential exists for the presence of associated sub-surface archaeological remains.	Medium
CHC012	Conservation Area	CA 37	Ballyboggan South and Finglaswood	The River Tolka and sections of land adjacent to its banks within the study area comprise part of a Conservation Area which also incorporates Finglaswood Bridge (CHC009).	Medium
CHC013	Cultural Heritage: Site of Quarry	DCIHR	Finglaswood	The DCIHR notes that the quarry shown at this location on the 1 st edition 6-inch (1844) and 25-inch (1910) OS maps is now occupied by a footpath/public park and no surface traces are now visible. The 1 st edition 6-inch (1844) and 25-inch (1910) OS maps of its location also show small, unlabelled buildings at the southwestern edge of the quarry which may have been associated with its use, e.g., storage buildings. These buildings	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>are not shown on the 2nd edition 6-inch OS map (1953), indicating that they were demolished during the first half of the 20th century.</p> <p>There is a low potential that remains of the quarry and associated structures may survive beneath landfill deposits.</p>	
CHC014	Area of Archaeological Potential	N/A	Ballyboggan South and Finglaswood	<p>The central area of Tolka Valley Park is located within the study area. The lands within this area of the park were in use as a landfill site during the 1970s and archaeological monitoring of Luas Finglas GI works in the park revealed the presence of 3.5m - 7.8m deep deposits of made ground with modern inclusions (Volume 5 – Appendix A20.1). It is noted that two bronze axes were found the east end of the landfill in the park during the 1970s. The NMI Topographical files record that they were contained in a recently dumped plastic bag and likely originated from an unknown other location (see section 20.3.1.1). While this area has been heavily modified it has been classified as an AAP due to the presence of a number of constraints within the park.</p> <p>There is a low potential for the presence of sub-surface remains of demesne and agricultural features associated with Finglaswood House (CHC015) (see also CHC008, CHC009, CHC010 and CHC013).</p>	Very low
CHC015	Archaeological Site: Tower house	RMP DU014-076001-	Finglaswood	<p>The recorded location of Finglaswood House (CHC015) is within the north end of Tolka Valley Park and no surface traces of this building, its associated outbuildings and landscape now survive. The ASI record the presence of a tower house at this location based on historical references to the house incorporating a square tower defended by gun loops. The house named Finglaswood House is recorded to have been built in the early 17th century as the residence of the Segrave family. The 1st edition 6-inch (1843) OS map shows the house and associated buildings within the east end of the property and a walled garden to the west. The 25-inch (1909) map describes the house as 'in ruins' but outlines of structural remains of the house, associated buildings and a walled garden to the west are still evident. The ruins of the house had been demolished before the area was developed as a part of a landfill site in the 1970s. Archaeological</p>	High

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>monitoring of Luas Finglas GI works to the west of the house revealed the presence of deposits of landfill material that extend 3m - 5m in depth (Volume 5 – Appendix A20.1).</p> <p>There is a low potential that foundation remains of the tower house and Finglaswood House and associated demesne and landscaping elements survive beneath landfill deposits. (see section 20.3.1.4 for further details)</p>	
CHC016	Area of Archaeological Potential	N/A	Finglaswood	<p>Modified parkland area north of Tolka Valley Road and located between two modern housing developments: Barnamore to the west and Carrigallen to the east. Tailte Éireann aerial imagery from 2000 shows extensive ground disturbance works within this area. Archaeological monitoring of Luas Finglas GI works revealed 3.6m-4.5m deep deposits of made ground with modern inclusions within the area (Volume 5 – Appendix A20.1). While the area has been modified it has been classified as an AAP due to the presence of a number of constraints within surrounding areas, including Finglaswood House (CHC015) to the south and St Helena House (CHC020) to the north.</p> <p>There is a very low potential that associated demesne and landscaping elements survive beneath landfill deposits.</p>	Very low
CHC017	Cultural Heritage: Demesne feature	N/A	Finglaswood	<p>A laneway extending northwards from the north end of Finglaswood House (CHC015) towards St Helena House (CHC020) is shown within the study area on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. The laneway is named ‘Savage’s Lane’ on these maps and this name is associated with the Savage family who were 19th century owners of Finglaswood House. Its former route is now occupied by a modern housing estate.</p> <p>There is a very low potential for associated subsurface remains to survive due to modern disturbance of the area.</p>	Neutral
CHC018	Cultural Heritage: Townland boundary	N/A	Finglaswood, Springmount and Finglas West	<p>The townland boundary between Finglaswood, Springmount and Finglas West, where it is crossed by the alignment of the proposed Scheme, is within a modified parkland area. It is shown forming the southern boundary of the St Helena House (CHC020) former demesne lands on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps.</p>	Neutral

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>No surface traces are now evident and archaeological monitoring of Luas Finglas GI Works in this area revealed modern made ground to depths of between 3.6m - 5m (Volume 5 - Appendix A20.1).</p> <p>There is a very low potential for associated subsurface remains to survive due to the modern disturbance of the area.</p>	
CHC019	Cultural Heritage: Townland boundary	N/A	Finglas West and Springmount	<p>The townland boundary between Finglas West and Springmount, where it is crossed by the alignment of the proposed Scheme, is now under a modified parkland area. It is shown forming the western boundary of the St Helena House (CHC020) former demesne lands (CHC020:1) on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. No surface traces are now evident and archaeological monitoring Luas Finglas GI works in this area revealed modern made ground to depths of between 3.6m - 5m (Volume 5 - Appendix A20.1).</p> <p>There is a very low potential for associated subsurface remains to survive due to the modern disturbance of the area.</p>	Neutral
CHC020	House: St Helena House	RPS_DCC_7575 NIAH 50130011	Finglas West	<p>St Helena House is located within the east end of the study area. It comprises a three-bay, two-storey square-plan former residence of potential late 18th century date. Dublin Corporation (now DCC) bought the property in 1969 and constructed new housing developments within sections of its former demesne lands. The house is now in use as a community resource centre and its car park is accessed by existing tarmac-surfaced roads from the north and east (see section 20.3.1.4 for further details).</p>	High
CHC020:1	Cultural Heritage: Demesne feature:	NIAH Garden ID 2322	Finglas West	<p>No surface trace exists of the former demesne lands shown to the west of St Helena House (CHC020) on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. This area is now occupied by modified parkland to the west of St Helena House and the Farnham Park sports pitch to the northwest. Archaeological monitoring of Luas Finglas GI works within the area west of the house identified 3.6m - 5.9m deep deposits of made ground containing modern inclusions (Volume 5 - Appendix A20.1). In addition, Tailte Éireann aerial imagery</p>	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>from 2000 shows extensive ground disturbance works within this area.</p> <p>There is a low potential for subsurface remains associated with the former demesne lands to survive in this area due to modern disturbance.</p>	
CHC021	Cultural Heritage: GAA club	N/A	Finglas East	<p>The Erin's Isle GAA grounds are located on Farnham Drive in the east end of the study area and contains pitches as well as a clubhouse and a pitch and putt area. The western boundary of the grounds is formed by a modern wall with an entranceway in the north end formed by metal gates. The property is located within the southern end of the former Farnham House grounds (CHC023) and large fields with trees are shown in the area on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS map.</p>	Medium
CHC022	Area of Archaeological Potential	N/A	Finglas East	<p>Farnham Park sports pitches (soccer and GAA) and a modified parkland area to north which are located to the west of Farnham Drive. The north end of the former demesne lands of St Helena House (CHC020:1) are shown extending into the south end of the sports pitch on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. These maps show the north end of the pitch and the modified parkland area to the north as fields not containing any structures or depicted features.</p> <p>The area is also shown as fields on Roque's 1757 map.</p> <p>Archaeological monitoring of Luas Finglas GI works within this area revealed natural ground at 2m below present ground level in the south end and 1m below present ground level elsewhere within the area. The made ground within the area contained modern inclusions (see Volume 5 - Appendix A20.1).</p> <p>There is a very low potential for subsurface remains associated with the former demesne lands to survive in this area due to modern disturbance.</p>	Low
CHC023	Cultural Heritage: Demesne feature:	NIAH Garden ID 2331	Finglas East	<p>The former grounds of Farnham House are located within the east end of the study area. This house was built in the mid-18th century and Roque's map of 1757 shows the house in the north end of the property with gardens and orchards to the south. The house was converted into a hospital in 1814 which continued in</p>	Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>use until the house was demolished in 1959. In 1960 the Hand Maids of the Sacred Heart of Jesus, a Spanish order of nuns, founded a convent within the property, which was locally known as the Spanish Convent. The location of the demolished house is now occupied by the modern Finn Eber Fort housing estate while the garden lands to the south are occupied Erin's Isle GAA grounds (see section 20.3.1.4 for further details).</p> <p>There is a very low potential for surviving associated sub-surface remains within the property due to modern disturbance.</p>	
CHC024	Cultural Heritage: Demesne feature	N/A	Finglas West	<p>A linear planted avenue named 'Long Walk' is shown on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps extending northwards from east side of St Helena House (CHC019) towards Finglas Village. Its route is now occupied by Farnham Road and while there is a very low potential for associated subsurface remains to survive within the roadway there is a low potential for associated subsurface remains along the road verges.</p>	Very low
CHC025	Cultural Heritage: Townland boundary	N/A	Finglas West and Finglas East	<p>The townland boundary between Finglas West and Finglas East, where it is crossed by the alignment of the proposed Scheme, is under Cappagh Road.</p> <p>There is a very low potential for associated sub surface remains to survive.</p>	Neutral
CHC026	Archaeological Site: Historic town of Finglas	RMP DU014-066----	Finglas East and Finglas West	<p>The historic settlement of Finglas encompasses the early medieval, medieval and part of the post-medieval areas of the settlement.</p> <p>The western limits of the historic town are within the study area of the proposed scheme and there is high potential for associated subsurface archaeological remains to survive.</p>	High
CHC027	Archaeological Site: Town Defences (King William's ramparts; South and North Sections)	RMP DU014-066008- RPS_DCC_8733 (South Section) RPS_DCC_8734 (North Section)	Finglas West and Finglas East	<p>Two extant sections of ramparts known as King William's ramparts are located within the study area and these have been classified as 'town defences' by the ASI. The rampart's name is based on a tradition that it was built to defend King William's camp when they stopped in the area during their return to Dublin after the Battle of the Boyne in AD 1690. However, historical records indicate that the Williamite contingent only stayed at</p>	High

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>Finglas for a few days, and it is unlikely that they had the time or need to erect a substantial earthwork fortification. The potential exists that the rampart may form part of the Duke of Ormonde's defences of Dublin constructed in the 1640s or may be associated with another military fortification of unknown date.</p> <p>The extant sections of the ramparts are shown on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. These maps do not depict other sections of the rampart or indicate a projected line between the locations of the two extant sections. The majority of the area between their locations are now occupied by modern housing developments containing areas of modified parkland.</p> <p>The extant section of the southern rampart is located within the west end of the study area and is adjacent to the west side of a roadside grass verge on Patrickswell Place. Its projected line in this area extends eastwards under the grass verge and roadway. The extant northern section of the rampart forms a boundary wall in a vicarage garden to the south of Mellowes Road in the east end of the study area.</p> <p>There is a high potential for associated sub surface remains to survive (see section 20.3.1.4 for further information).</p>	
CHC028	Cultural Heritage: Street Furniture	N/A	Finglas West	<p>Due to a scarcity of metals in the period following World War II, DCC reused Dublin LRV poles stored in their yards as light poles during the development of Finglas in the 1950s and 1960s. Two of these poles are located along the footpath on the west side of Patrickswell Place.</p>	Low
CHC029	Archaeological site: House- 16 th /17 th century	RMP DU014-066005-	Finglas West	<p>The recorded location of a 17th century house described in the Civil Survey (1654-6) is within the east end of the study area. This was located within the grounds of a medieval episcopal residence, and it is not recorded if it was a later structure or formed part of the medieval residence. The house at its recorded location during the 19th century was named 'Springmount House' on the 6-inch map (1843) and 'Fort William' on the 25-inch (1909). These OS maps show the western grounds of the house occupied by planted trees and fields not containing any structures or depicted features. The property was subsequently</p>	High

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				<p>developed as a Holy Faith Convent in the 20th century and modern housing now occupies much of the property. A number of archaeological investigations were carried out within the property in advance of development projects and identified traces of a medieval ditch and pit features.</p> <p>There is a high potential for the presence of subsurface remains associated this constraint to survive where development has not taken place (see sections 20.3.1.2 and 20.3.1.4 for further details).</p>	
CHC030	Cultural Heritage: Townland boundary	N/A	Finglas West and Cardiffscastle	The townland boundary between Finglas West and Cardiffscastle, where it is crossed by the alignment of the proposed Scheme, is under Cappagh Road, therefore there is a very low potential for associated sub surface remains to survive.	Neutral
CHC031	Cultural Heritage: Religious building	N/A	Finglas West	‘Jehovah’s Witness Kingdom Hall’ located to the west of Patrickswell Place. This 20 th century single storey hall building is of brick construction. It is positioned within the southwest corner of the property with a tarmac surfaced car park to the north and east. The property boundary is formed by metal railings set on a low concrete wall and a gateway opens to Cappagh Road to the north.	Medium
CHC032	Archaeological Site: House – 17 th century (Cardiff Castle)	RMP DU014-066003-	Cardiffscastle	<p>The recorded site of a 17th century house located in the west end of the study area is listed in the Civil Survey (1654-6) as the residence of Alderman Barry of Santry. It is named as ‘Cardiff Castle (in ruins)’ on the 1st edition 6-inch OS map (1843) The location is now occupied by modern houses on the west side of Cardiff Castle Road.</p> <p>There is a medium to high potential for the survival of associated subsurface remains, including the house, walls, paths or garden features which and may extend into a green area located to the east of Cardiff Castle Road (CHC033).</p>	High
CHC033	Area of Archaeological Potential	N/A	Cardiffscastle	Green area on north side of Cappagh Road and located to the east of recorded location of Cardiff Castle (CHC032). The area is shown as part of a field not containing any structures or depicted features on the 1 st edition 6-inch (1843), 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. There are local accounts	Medium

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				of human burial activity within the area. There is a medium to high potential for associated sub-surface remains to survive on site.	
CHC034	Archaeological Site: Holy well	RMP DU014-066002-	Finglas East	St Patrick's Well is located in Mellowes Crescent housing estate. Its name is based on a local tradition that St Patrick once visited its location. It is now contained within a modern structure accessed via a laneway within the east end of the housing estate and is still regularly venerated. This structure comprises a rectangular brick wall surround, which supports side and roof metal railings, and has a gate on the southwest side. The sunken well is contained within a concrete surround accessed by brick steps, and this contains an inset cross plaque and a ceramic statue of St Patrick on a shelf feature. There is a low potential for associated subsurface remains around the constraint as a result of modern disturbance. (see sections 20.3.1.2 and 20.3.1.4 for further details).	High
CHC035	Archaeological Site: Potential monastic enclosure	RMP DU014-066----	Finglas East, Finglas West and Cardiffscastle	As noted by Swan the western half of a large circular enclosure which defined the early medieval monastic enclosure of St Canice is likely preserved in the curving townland boundary between Finglas East, Finglas West and Cardiff Castle, which extends through the east end of the study area (Swan, 1985). A potential section of the enclosure ditch was noted during archaeological test excavations in advance of the construction of the Finglas Bypass, but a subsequent excavation revealed that this feature was associated with post-medieval quarrying works (Halpin, 1994). Other archaeological investigations within the area have revealed sections of ditch features which may be associated with the enclosure. There is therefore a high potential for the presence of subsurface remains of sections of the enclosure ditch and associated features within the study area (see section 20.3.1.2 for further details).	High
CHC036	Cultural Heritage: Sport facility	N/A	Cardiffscastle	Handball alley located within the northwest corner of a Fire Station car park on the north side of Mellowes Road and forming part of the property's northwest boundary. It is composed of high concrete walls, with the side walls to the east and west, a front	Medium

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				wall at north and has a concrete floor surface. It is not indicated on the 2 nd edition 6-inch OS map (1949) and likely dates to second half of the 20 th century (see section 20.3.1.6 for further information).	
CHC037	Area of Archaeological Potential	N/A	Cardiffscastle	<p>Mellows Park is a public park located to the north of Mellows Road and to the west of the Finglas Bypass and it contains green areas, walkways and playing areas. It is shown as an area of fields not containing any structures or depicted features on Roque's 1757 map, the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. The OS maps show a cluster of small buildings (CHC038) located outside the north end of the park in an area now occupied by Finglas Bypass. The north end of the park contains a modern memorial to Liam Mellows (CHC039) and the route of a now diverted stream that formed the townland boundary between Cardiffscastle and Finglas East (CHC040). Archaeological monitoring of Luas Finglas GI works within the park revealed 1.9m - 6m deep deposits of made ground containing modern inclusions (see Volume 5 – Appendix A20.1). Archaeological monitoring of the excavation of two Luas Finglas slit trenches to depths of 1.5m was also carried out within the park and identified made ground to the base of excavation (Volume 4 - Appendix 20.2 – Slit Trenches ST-030 and ST-031).</p> <p>There is a low potential for sub-surface archaeological remains to survive due to the modern disturbance of the area.</p>	Very Low
CHC038	Cultural Heritage: Site of buildings	N/A	Cardiffscastle and Finglas East	<p>An unnamed cluster of small buildings, possibly houses, is depicted at this location on the 1st edition 6-inch (1843), 25-inch (1909) and 2nd edition 6-inch (1949) OS maps. Their location is now occupied by a roundabout and road constructed as part of the Finglas Bypass.</p> <p>There is very low potential for associated sub surface remains to survive due to the modern disturbance of the location.</p>	Neutral
CHC039	Cultural Heritage: Memorial feature	N/A	Cardiffscastle	<p>A memorial comprising a statue and plaques commemorating Commandant Liam Mellows is located within a triangular landscaped area in the north end of Mellows Park which is delimited by park railings at west and by railings along two</p>	Medium

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				pedestrian bridge footpaths to the north and south. Liam Mellows was an early 20 th century Irish republican and Sinn Féin politician who commanded IRA forces operating in the west of Ireland during the Easter Rising of 1916. The memorial was unveiled by the Irish National Graves Association in 2019.	
CHC040	Cultural Heritage: Townland boundary	N/A	Cardiffscastle and Finglas East	The townland boundary between Cardiffscastle and Finglas East, where it is crossed by the alignment of the proposed Scheme, is in the north end of Mellows Park (to the north of the Mellows memorial (CHC039)). The boundary is shown as a small stream on the 1 st edition 6-inch (1843), 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. This stream is no longer present and was likely diverted or culverted as part of the construction of the adjacent Finglas Bypass. There is a very low potential for associated sub surface remains to survive.	Neutral
CHC041	Cultural Heritage: Townland boundary	N/A	Finglas East and Stokens	The townland boundary between Finglas East and Stokens, where it is crossed by the alignment of the proposed Scheme, is under the Finglas Bypass and a commercial development. There is a very low potential for associated sub surface remains to survive.	Neutral
CHC042	Cultural Heritage: Townland boundary	N/A	Finglas East and Jamestown Little	Two sections of the townland boundary between Finglas East and Jamestown Little extend within the proposed Scheme boundary. A north-south section is under St Margaret's Road and therefore there is very low potential for associated sub surface remains of this section to survive. An east to west section of the boundary extends for c. 80m through a green area within the proposed Scheme located with a commercial centre to the east of St Margaret's Road. A field boundary shown at this location on the 1 st edition 6-inch (1843), 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps is no longer present. There is a medium potential for associated subsurface remains of this section of the townland boundary to survive.	Low
CHC043	Cultural Heritage: Site of building	N/A	Jamestown Little	The location of a small unnamed roadside building, possibly a house, is shown adjacent to the east side of St Margaret's Road	Very Low

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				on the 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. The location is now occupied by a modern commercial premises. There is a low potential for associated subsurface remains to survive.	
CHC044	Cultural Heritage: Site of well	N/A	Stockens	The location of a well is shown adjacent to the west side of St Margaret's Road on the 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. It is depicted within a small square structure (c. 2m by 2m) which has an open entrance to the roadside. The location is now occupied by a car park within a modern commercial premises. There is a low potential for associated subsurface remains to survive.	Very Low
CHC045	Cultural Heritage: Site of building	N/A	Glebe	The location of a small unnamed roadside building, possibly a house, is shown adjacent to the west side of St Margaret's Road on the 25-inch OS map (1909) but is not present on the 2 nd edition 6-inch (1949) OS map. Its location is now occupied by a commercial premises. There is a low potential for associated subsurface remains to survive.	Very Low
CHC046	Cultural Heritage: Site of building	N/A	Jamestown Little	The location of a small unnamed roadside building, possibly a house, is shown adjacent to the east side of St Margaret's Road on the 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. Its location is now occupied by modern housing. There is a low potential for associated subsurface remains to survive.	Very Low
CHC047	Cultural Heritage: Site of building	N/A	Jamestown Little	The location of a small unnamed roadside building, possibly a house, is shown adjacent to the east side of St Margaret's Road on the 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. Its location is now occupied by modern housing. There is a very low potential for associated subsurface remains to survive.	Very Low
CHC048	Cultural Heritage: Townland boundary	N/A	Jamestown Little and Stockens	The townland boundary between Jamestown Little and Stockens, where it is crossed by the alignment of the proposed Scheme, is under St Margaret's Road.	Neutral

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				There is very low potential for associated sub surface remains to survive.	
CHC049	Cultural Heritage: Townland boundary	N/A	Jamestown Little and Glebe	The townland boundary between Jamestown Little and Glebe, where it is crossed by the alignment of the proposed Scheme, is under St Margaret's Road. There is a very low potential for associated sub surface remains to survive.	Neutral
CHC050	Cultural Heritage: Townland boundary	N/A	Jamestown Little and Charlestown	The townland boundary between Jamestown Little and Charlestown, where it is crossed by the alignment of the proposed Scheme, is under St Margaret's Road. There is a very low potential for associated sub surface remains to survive.	Neutral
CHC051	Cultural Heritage: Townland boundary	N/A	Charlestown and Glebe	The townland boundary between Charlestown and Glebe, where it is crossed by the alignment of the proposed Scheme, is under St Margaret's Road. There is a very low potential for associated sub surface remains to survive.	Neutral
CHC052	Cultural Heritage: Site of buildings	N/A	Charlestown	The former location of Charlestown House and its associated outbuildings is shown adjacent to the east side of St Margaret's Road on the 1 st edition 6-inch (1843), 25-inch (1909) and 2 nd edition 6-inch (1949) OS maps. Buildings are also indicated at the location on Roque's 1757 map indicating that the house may have at least dated to the 18 th century. The 1843 OS map shows the house as an east to west orientated rectangular building adjacent to the roadside to the west. The location is now occupied by a commercial premises, which includes a green area adjacent to a roadside footpath, and no surface traces remain. There is a low potential for associated sub surface remains to survive.	Low
CHC053	Cultural Heritage: Townland boundary	N/A	Charlestown and Meakstown	The townland boundary between Charlestown and Meakstown, where it is crossed by the alignment of the proposed Scheme, is under St Margaret's Road.	Neutral

CHC No.	Classification	Designation	Townland	Description	Baseline Rating
				There is a very low potential for associated sub surface remains to survive.	
CHC054	Cultural Heritage: Memorial feature	N/A	Cardiffscastle	Memorial garden feature unveiled in 2020 in the southern area of the grounds of Finglas Garda Station to commemorate two Garda officers. The small garden area consists of a paved stone ground surface, seating, a planted tree and two inscribed plaques.	Medium

20.4 Potential Impacts

20.4.1 Characteristics of the Proposed Scheme

20.4.1.1 Do Nothing Scenario

In the event that the proposed Scheme does not proceed, there may be future impacts on the cultural heritage baseline environment through future developments within lands zoned for development within the study area. This includes the Strategic Development Regeneration Areas (SDRAs) for Finglas Village Environs and Jamestown Lands designated in the Dublin City Development Plan 2022-2028 and which establishes guiding principles for the development of residential projects in these areas during the life of the Development Plan (see Chapter 2: Planning and Policy Context). Consequently, it is likely that lands within these areas will be developed in future years. The potential impact on cultural heritage constraints will depend on the nature of such developments, and other future developments within the study area, and any mitigation measures undertaken by the developer. Should any such developments proceed in the absence of the proposed Scheme, any resultant impacts on the cultural heritage baseline environment will still arise.

20.4.1.2 Construction Phase

Introduction

Prior to the implementation of mitigation strategies (see section 20.5 below), a range of potential direct and indirect adverse impacts on cultural heritage constraints have been identified as a result of the construction of the proposed Scheme (see Table 20-9).

Assessment of Potential Impacts on Constraints

The proposed Scheme has the potential to result in very significant, direct, adverse permanent impacts on the following cultural heritage constraints during the Construction Phase:

- CHC026 (Archaeological Site: Finglas ZAP); and
- CHC027 (Archaeological Site: Town defences (King William's ramparts)).

The proposed Scheme will not result in any very significant, indirect impacts on cultural heritage constraints resulting from visual disturbance generated by construction activities.

The proposed Scheme has the potential to result in significant, direct, adverse permanent impacts on the following cultural heritage constraints during the Construction Phase:

- CHC001.8 (Sculpture);
- CHC005 and CHC033 (AAPs);
- CHC015 (Archaeological Site: Finglaswood House); and
- CHC054 (Memorial Garden).

The proposed Scheme will not result in any significant, indirect, adverse impacts on cultural heritage constraints during the Construction Phase.

The proposed Scheme has the potential to result in moderate, direct, adverse permanent impacts on the following cultural heritage constraints during the Construction Phase:

- CHC0201.1 and CHC024 (Demesne features);
- CHC028 (LRV poles); and
- CHC042 (Townland boundary).

The proposed Scheme has the potential to result in moderate, indirect, adverse short-term impacts on the following cultural heritage constraints during the Construction Phase:

- CHC001 (MWGR);
- CHC001.1 and CHC009 (Bridges);

- CHC003 (Royal Canal);
- CHC003.1 (Towpath);
- CHC004 and CHC012 (CA);
- CHC020 (St Helena House);
- CHC027 (Town defences (King William’s ramparts));
- CHC031 (Jehovah’s Witness Kingdom Hall); and
- CHC039 (Liam Mellows memorial).

The proposed Scheme has the potential to have slight, direct adverse permanent impacts on the following cultural heritage constraints during the Construction Phase:

- CHC022 (AAP);
- CHC007, CHC009, CHC043, CHC045, CHC046 and CHC052 (site of buildings); and
- CHC044 (site of well).

The impacts on other cultural heritage constraints within the study area are assessed to be neutral and not significant.

20.4.1.3 Operational Phase

Assessment of Potential Impacts on Constraints

Prior to the implementation of mitigation strategies (see section 20.5 below), a number of potential slight to significant indirect adverse impacts on constraints have been identified as a result of the operation of the proposed Scheme (Table 20-9). No positive or adverse direct impacts to cultural heritage constraints will occur during the Operational Phase, since either no ground disturbance activities will be required, or those that require limited ground disturbance such as track replacement works or other maintenance works will take place within levels that will have been archaeologically resolved by the installation of the proposed Scheme.

The Operational Phase of the proposed Scheme has the potential to result in permanent, indirect impacts on the settings of the following constraints:

- Significant, indirect adverse impact on the setting of Broome Bridge (CHC001.1) as a result of the construction of the Royal Canal and Rail Overbridge;
- Significant, indirect adverse impact to the setting of Royal Canal (CHC003) and towpath (CHC003.1) as a result of the construction of the Royal Canal and Rail Overbridge;
- Significant indirect adverse impact on the setting of Finglaswood Bridge (CHC009) as a result of the construction of Tolka Valley Park Bridge;
- Moderate, indirect adverse impact on the setting of MGWR (CHC001) as a result of the construction of the Royal Canal and Rail Overbridge;
- Moderate, indirect adverse impact on setting of town defences (King William’s ramparts) (CHC027) as a result of the realignment of Patrickswell Place roadway;
- Moderate, indirect, adverse impact on setting of a CA (CHC004) as a result of the construction of the Royal Canal and Rail Overbridge; and
- Moderate, indirect adverse impact on setting of a CA (CHC012) as a result of the construction of the Tolka Valley Park Bridge.

The Operational Phase of the proposed Scheme also has the potential to result in permanent, indirect positive impact on the settings of the following constraints:

- Slight, positive indirect impact on the setting of St Helena House (CHC020) as a result of landscaping; and
- Slight, positive indirect impact on setting of Mellows memorial (CHC039) as a result of removal of adjoining footbridge and landscaping improvements.

The Operational Phase of the proposed Scheme will result in neutral impacts on other cultural heritage constraints within the study area.

20.5 Mitigation and Monitoring Measures

20.5.1 Introduction

The need for mitigation has been identified where there are predicted impacts on cultural heritage constraints, and these are detailed in Table 20-9. A TII Project Archaeologist has been appointed to oversee and manage the archaeological elements of the proposed Scheme. All Contractors and Cultural Heritage consultants appointed to the proposed Scheme shall comply with the TII Luas Finglas Cultural Heritage Strategy which will be prepared and agreed with the MHLGH in advance of receipt of an enforceable Railway Order (ERO). All Contractors and Cultural Heritage Consultants shall liaise directly with the TII Project Archaeologist in relation to all cultural heritage requirements. Mitigation measures will seek to preserve *in situ* any cultural heritage constraints which will be impacted by the proposed Scheme. Where this is not possible, a hierarchical range of mitigation measures will be implemented in advance of and during Construction Phase which will aim to ameliorate all impacts. All Construction Phase mitigation measures will be carried out by the appropriate Contractor appointed to each phase of the works and as specified in the most up-to-date version of the TII Luas Finglas Cultural Heritage Strategy. This will be maintained as a live document throughout the Construction Phase of the proposed Scheme and will be updated in response to new information received from cultural heritage investigations, ongoing stakeholder liaison and in response to changes in the receiving baseline environment inclusive of adjacent developments.

20.5.2 Construction Phase

The mitigation of impacts on the cultural heritage constraints that will occur during the Construction Phase of the proposed Scheme will be via a phased approach that will be carried out during pre-construction, enabling and main infrastructure works phases. The relevant measures for each of the constraints identified within the study area that require mitigation of impacts are detailed in Table 20-9.

20.5.2.1 Ministerial Consents

There are no National Monuments located within the study area and, therefore, no Ministerial Consents for any Construction Phase works will be required.

20.5.2.2 Archaeological Licence Requirements

Section 26 of the National Monuments Act 1930 (as amended) requires that excavations for archaeological purposes must be carried out by archaeologists acting under an excavation licence issued by NMS, DHLGH. All archaeological investigations, including test excavations, preservation by record (excavation) and archaeological monitoring, will be undertaken by a suitably qualified archaeologist in accordance with a Section 26 (2) Excavation Licence.

20.5.2.3 Reporting

In order to fulfil licence conditions, a preliminary report and a final report on the findings are required. Details of the reporting requirements will be contained within the Luas Finglas Cultural Heritage Strategy and further detail as to the content required for each report will be outlined in the individual contract documentation, as produced by the TII Project Archaeologist. All reports will be produced in accordance with government guidelines.

20.5.3 Operational Phase

The Operational Phase of the proposed Scheme will have the potential to result in significant indirect adverse impacts on the settings of Broome Bridge (CHC001.1), Finglaswood Bridge (CHC009) and the Royal Canal and towpath (CHC003 and CHC003.1) and moderate indirect adverse impacts on the settings of the MGWR (CHC001), town defences (King William's ramparts) (CHC027) and two CAs (CHC004 and CHC012) prior to the implementation of mitigation measures. The mitigation measures for these potential indirect Operational Phase impacts are identified in Table 20-9. An assessment of residual impacts following

the implementation of these mitigation measures is provided in section 20.6 and is also detailed in Table 20-9.

20.6 Residual Impacts

20.6.1 Construction Phase

Following the implementation of appropriate mitigation measures set out in Table 20-9, the Construction Phase of the proposed Scheme will result in a range of imperceptible to slight adverse residual impacts on constraints within the study area. No moderate or significant residual adverse Construction Phase impacts are predicted following the implementation of appropriate mitigation measures.

20.6.2 Operational Phase

Following the implementation of the Construction and Operational Phase mitigation strategies, which include the compilation of pre-construction records for a range of medium to high importance constraints combined with the formulation of a sensitive design of the proposed Scheme within their environs, the following post-mitigation Operational Phase residual impacts have been identified:

- Moderate, adverse indirect residual impact on the setting of Broome Bridge (CHC001.1) as a result of the construction of the Royal Canal and Rail Overbridge;
- Moderate, adverse residual indirect impact on the setting of Royal Canal (CHC003) and towpath (CHC003.1) as a result of the construction of Royal Canal and Rail Overbridge;
- Moderate, adverse indirect residual impact on the setting of Finglaswood Bridge (CHC009) as a result of the construction of Tolka Valley Park Bridge;
- Slight, adverse indirect residual impact on the setting of MGWR (CHC001) as a result of the construction of Royal Canal and Rail Overbridge;
- Slight, adverse indirect residual impact on the setting of Conservation Area (CHC004) as a result of the construction of Royal Canal and Rail Overbridge;
- Slight, adverse indirect residual impact on the setting of Conservation Area (CHC012) as a result of the construction of Tolka Valley Park Bridge; and
- Slight, adverse indirect residual impact to the setting of town defences (King William's ramparts) (CHC027) as a result of the construction of road diversion and track infrastructure.

The Operational Phase of the proposed Scheme also has the potential to result in permanent, indirect positive impacts on the settings of the following constraints:

- Slight, positive residual impact on the setting of St Helena House (CHC020) as a result of landscaping; and
- Slight, positive residual impact on setting of Mellows memorial (CHC039) as a result of removal of adjoining footbridge and landscaping improvements.

Neutral residual operational impacts will apply to the remainder of the identified cultural heritage constraints within the study area. These include constraints which are predominantly below-ground and have no appreciable above-ground register against which an impact on their settings can be measured. In the case of constraints with above ground registers within the boundary of the proposed Scheme, such as sculptures, memorials and street furniture, once these have been carefully reinstated within agreed locations, neutral residual impacts are predicted.

Table 20-9: Impact Assessment and Mitigation

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
CHC001	Railway: MGWR	High	Construction: Indirect Adverse	The proposed diversion of the existing watermain and ducting utilities under the railway line using directional drilling methodology, in addition to the construction of the Royal Canal and Rail Overbridge will have a low magnitude, short-term indirect visual impact on the setting of this constraint through the presence of construction plant machinery, hoarding.	Moderate Adverse	A written and photographic record of the setting of this constraint will be prepared by a suitably qualified person with expertise in architectural conservation prior to construction.	Imperceptible
			Operation: Indirect Adverse	The proposed Royal Canal and Rail Overbridge will have a low magnitude, indirect, permanent adverse visual impact on this constraint. These structures will be visually intrusive on the setting of the railway tracks from both directions.	Moderate Adverse	The indirect impact on the setting of this constraint has been mitigated by pre-works recording and the sensitive design of the proposed Scheme.	Slight Adverse
CHC001.1	Canal and Railway Bridge: Broome Bridge	High	Construction: Indirect and Direct Adverse	<p>The construction of the Royal Canal and Rail Overbridge will have a low magnitude, short-term indirect visual adverse impact on the setting of this constraint through the presence of plant machinery, equipment and hoardings.</p> <p>The construction of piled foundations within the environs of the east side of the west end of the bridge has the potential to generate a low magnitude,</p>	Moderate Adverse	<p>A written, drawn and photographic record of the setting of this constraint will be prepared by a suitably qualified person with expertise in architectural conservation prior to construction.</p> <p>Temporary working platforms will be set back from the bridge structure during piling works and the construction of the bridge pier. The section of the bridge structure adjacent to works will also be protected by hoardings and signage during all works to prevent plant and machinery impacts.</p>	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				<p>short term indirect negative vibration impacts on the bridge.</p> <p>The removal of the existing steel pedestrian bridge inserted into the east parapet of the bridge also has the potential to result in a low magnitude, direct permanent negative impact on adjoining sections of parapet wall.</p>		<p>Monitoring of vibration levels during construction will be carried out to avoid indirect impacts occurring. (see Chapter 15 (Noise and Vibration)). Should vibration trigger or threshold limits be exceeded, work in the vicinity of the bridge is to cease until the source of vibration is identified and measures to reduce vibration are introduced. Trigger and threshold limits will be agreed by the vibration specialist in consultation with the architectural conservation specialist.</p> <p>A detailed method statement will be prepared by a suitably qualified person with expertise in architectural conservation for the removal of the existing steel pedestrian bridge from the east parapet wall and reinstatement of the parapet wall at the breach. This specialist will also compile a written and photographic record of these works.</p> <p>Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.</p>	
			<p>Operation: Indirect Adverse and Positive</p>	<p>The operation of the proposed Scheme will have a high magnitude permanent indirect adverse visual impact on the setting of this constraint through the presence of the proposed Royal Canal and Rail Overbridge located in close</p>	<p>Significant Adverse</p>	<p>The indirect impact on the setting of this constraint will be mitigated by pre-works recording and the sensitive design of the proposed Scheme.</p>	<p>Moderate Adverse</p>

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				<p>proximity to the east side of this constraint and obscuring views of some, in addition to presence of OCS and the passing of LRVs on the Royal Canal and Rail Overbridge.</p> <p>The removal of the existing steel pedestrian bridge will have a medium magnitude, positive permanent indirect visual impact on setting of the bridge</p>			
CHC001.8	Railway: Hamilton Sculpture	Medium	Construction: Direct Adverse	The construction of an ancillary cycle storage facility under the southern side of the proposed Royal Canal and Rail Overbridge will have a very high magnitude adverse direct permanent impact on this constraint.	Significant Adverse	A method statement supported by a pre-construction record of the current condition of the sculpture (in written, drawn and photographic formats) to be carried out prior to removal, transportation, storage. Sculpture to be reinstated at a revised location within the Luas Broombridge Hamilton depot in consultation with the artist and TII.	Slight Adverse
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC003	Canal: Royal Canal	High	Construction: Indirect Adverse	The construction of the Royal Canal and Rail Overbridge will have a low magnitude, short-term indirect visual adverse impact on the setting of this constraint through the presence of plant machinery, equipment and hoardings.	Moderate Adverse	<p>A written, drawn and photographic record of the setting of this constraint will be prepared by a suitably qualified person with expertise in architectural conservation prior to construction.</p> <p>Temporary working platforms will be set back from the canal during piling works and the construction of the bridge pier.</p> <p>The section of the canal adjacent to works will also be protected by hoardings and signage during all works to prevent plant and machinery impacts.</p>	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
						<p>Archaeological monitoring will be carried out during enabling and construction works within the environs of this constraint. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required</p> <p>All works within the environs of the canal will be carried out in agreement with and under permit from Waterways Ireland and will be carried out in accordance with Waterways Ireland Guidelines for the Conservation of Built Heritage.</p>	
			Operation: Indirect Adverse	The proposed Royal Canal and Rail Overbridge will have a high magnitude indirect permanent adverse visual impact on the canal due to its proximity to this constraint.	Significant Adverse	The impact on the setting of this constraint will be mitigated by full reinstatement and the sensitive design of the proposed Scheme.	Moderate Adverse
CHC003.1	Canal: Royal Canal towpath	High	Construction: Indirect Adverse	The construction of the Royal Canal and Rail Overbridge will have a low magnitude, short-term indirect visual adverse impact on the setting of this constraint through the presence of plant machinery, equipment and hoardings.	Moderate Adverse	<p>A written, drawn and photographic record of the setting of this constraint will be prepared by a suitably qualified person with expertise in architectural conservation in advance of construction. Temporary working platforms will be set back from the towpath during piling works and the construction of the bridge pier.</p> <p>The section of the constraint adjacent to works will also be protected by hoardings and signage during all works to prevent plant and machinery impacts.</p> <p>Archaeological monitoring will be carried out during enabling and construction</p>	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
						works within the environs of this constraint. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required	
			Operation: Indirect Adverse	The completed Scheme will result in a high magnitude indirect permanent adverse visual impact on this constraint due to the new Royal Canal and Rail Overbridge located in its close proximity.	Significant Adverse	The indirect impact on the setting of this constraint will be mitigated by pre-works recording and the sensitive design of the proposed Scheme.	Moderate Adverse
CHC003.3	Cultural Heritage: Townland boundary	Low	Construction: Indirect Adverse	The proposed construction of the Royal Canal and Rail Overbridge will have a low magnitude indirect short-term adverse impact due to its proximity to this constraint.	Slight Adverse	A written, drawn and photographic record of the setting of this constraint will be prepared by a suitably qualified person with expertise in architectural conservation prior to construction.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC004	Conservation Area	Medium	Construction: Indirect Adverse	The proposed construction of the Royal Canal and Rail Overbridge will result in a low magnitude indirect short-term adverse visual impact on this constraint.	Moderate Adverse	Archaeological monitoring will be carried out during enabling and construction works at the locations of cultural heritage constraints within this area. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required	Imperceptible
			Operation: Indirect Adverse	The proposed Royal Canal and Rail Overbridge will have a medium magnitude indirect permanent adverse visual impact on this constraint.	Moderate Adverse	The indirect impact of the proposed Scheme on the setting of this area will be mitigated by the sensitive design of the proposed Scheme.	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
CHC005	Area of Archaeological Potential	Medium	Construction	Ground works associated with the proposed construction of a site compound will have a high magnitude direct permanent adverse impact on this AAP and any surviving sub-surface archaeological remains resulting in their removal.	Significant Adverse	Archaeological test excavations will be carried out where feasible in areas of direct impact in advance of construction. If this is not possible, archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible to Slight Adverse
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC007	Cultural Heritage: Site of building	Very Low	Construction: Direct Adverse	Ground works associated with utility diversions, the construction of track, associated infrastructure, pavement rehabilitation and boundary works will have a high magnitude direct permanent adverse impact on any surviving sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation	N/A	Neutral	N/A	Neutral
CHC008	Cultural Heritage: Site of building	Low	Construction: Direct Adverse	Ground works associated with utility diversions, the construction of track associated infrastructure, pavement rehabilitation and boundary works will have a high magnitude direct permanent adverse impact on any surviving sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation:	N/A	Neutral	N/A	Neutral

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
			Neutral				
CHC009	Bridge: Finglaswood Bridge	High	Construction	<p>The construction of the proposed Tolka Valley Park Overbridge will have a low magnitude indirect short-term adverse visual impact on this constraint due to the presence of hoarding, plant and equipment.</p> <p>The proposed piling works associated with the works have a potential for low magnitude, indirect short term adverse vibration impacts on the bridge.</p>	Moderate Adverse	<p>A pre works condition survey will be carried out will be carried out by a suitably qualified person with expertise in architectural conservation.</p> <p>The bridge will be protected by hoardings and signage to prevent plant and machinery from approaching close to it. These will be placed on the approaches to the bridge, but not on the bridge deck, to prevent access by construction vehicles and machinery.</p> <p>Monitoring of vibration levels during construction will be carried out to avoid impacts occurring. (see Chapter 15 (Noise and Vibration)) Should vibration trigger or threshold limits be exceeded, work in the vicinity of the bridge is to cease until the source of vibration is identified and measures to reduce vibration are introduced. Trigger and threshold limits will be agreed by the vibration specialist in consultation with the architectural conservation specialist.</p>	Imperceptible
			Operation: Indirect Adverse	<p>The operation of the proposed Scheme will have a high magnitude permanent indirect adverse visual impact on the setting of this constraint through the presence of the proposed Tolka Valley Park Overbridge located in close proximity to the west side of this constraint and obscuring views of some, in addition to presence of OCS and the passing of Light Rail</p>	Significant Adverse	<p>The indirect impact on the setting of this constraint will be mitigated by pre-works recording and the sensitive design of the proposed Scheme.</p>	Moderate Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				Vehicles on the Tolka Valley Park Overbridge.			
CHC010	Area of Archaeological Potential: River Tolka	Medium	Construction: Direct	No in-stream works will be carried out during construction. The proposed construction of the south pier of the Tolka Valley Park Overbridge as well as the wetland refurbishment works will be located within the environs of the north bank of this constraint. Ground works will result in a high magnitude direct adverse permanent impact on any associated sub surface remains.	Significant Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required. Where Japanese knotweed removal within environs of the riverbanks is required, the Knotweed Specialist will liaise with the archaeology specialist to determine the appropriate methodology for implementing the means of mitigation.	Imperceptible to Slight Adverse
			Operation	N/A	Neutral	N/A	Neutral
CHC012	Conservation Area	Medium	Construction: Indirect Adverse	The proposed construction of the Tolka Valley Park Overbridge will result in a low magnitude short-term indirect adverse visual impact on this constraint due to the presence of construction plant, equipment and hoarding.	Moderate Adverse	Archaeological monitoring will be carried out during enabling and construction works at the locations of cultural heritage constraints within this area. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Indirect Adverse	The proposed Tolka Valley Park Overbridge will have a medium magnitude indirect permanent visual impact on this constraint.	Moderate Adverse	The indirect impact of the proposed Scheme on the setting of this area has been mitigated by the sensitive design of the proposed Scheme.	Slight Adverse
CHC014	Area of Archaeological Potential	Very Low	Construction: Direct Adverse	Where ground works associated with the construction of track infrastructure extend below made ground there is a potential for a high magnitude direct permanent adverse	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works where levels of made ground are exceeded. Should archaeological remains be confirmed, further archaeological mitigation such as	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				impact on any surviving sub-surface archaeological remains.		preservation in situ or full archaeological excavation will be required.	
			Operation	N/A	Neutral	N/A	Neutral
CHC015	Archaeological Site: Tower house	High	Construction: Direct Adverse	Where ground works associated with the construction of track and associated infrastructure extend below made ground there is a potential for a medium magnitude direct permanent adverse impact on any associated surviving sub-surface archaeological remains.	Significant Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible to Slight Adverse
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC020	Building: St Helena House	High	Construction: Direct and Indirect Adverse	<p>The proposed Scheme will result in a reconfiguration of existing access and parking arrangements within the St Helena's Family Resource and Childcare Centre including widening of an existing gateway to the south of the house.</p> <p>These access and reconfiguration works will result in a low magnitude permanent direct adverse impact on modified areas within the property.</p> <p>A low magnitude indirect short-term adverse visual impact will also arise due to the presence of hoarding, plant and</p>	Slight to Moderate Adverse	<p>A full written and photographic record of the existing setting of this constraint will be compiled by a suitably qualified person with expertise in architectural conservation prior to construction.</p> <p>The environs of the existing house property will be protected by screening hoardings during construction to prevent plant and machinery impacts.</p> <p>Monitoring of vibration levels during construction will be carried out to avoid impacts occurring. (see Chapter 15 (Noise and Vibration)). Should vibration trigger or threshold limits be exceeded, work in the vicinity of the bridge is to cease until the source of vibration is identified and measures to reduce vibration are introduced. Trigger and threshold limits will be agreed by the</p>	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				equipment within the environs of this constraint.		vibration specialist in consultation with the architectural conservation specialist. Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation may be required.	
			Operation: Indirect Positive	The proposed final landscaping for the proposed Scheme including creation of garden area, community facilities, vegetation planting and street furniture and boundary treatments have been designed to enhance and complement the wider setting of St Helena House and will result in a low magnitude permanent indirect positive visual impact on the wider setting of the constraint (see also Chapter 21 Landscape and Visual Amenity).	Slight Positive	Boundary treatments inclusive of noise mitigation barriers to be appropriately designed and will be constructed from a suitable dense material such as masonry or solid timber fencing.	Slight Positive
CHC020.1	Cultural Heritage: Demesne feature	Low	Construction: Direct Adverse	Where ground works associated with the construction of track and stop infrastructure, boundary treatments and landscaping works extend below made ground there is a potential for a high magnitude direct permanent adverse impact on any surviving sub-surface archaeological remains.	Moderate Adverse	Archaeological monitoring will be carried out during enabling and construction works where levels of made ground are exceeded. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC022	Area of Archaeological Potential	Low	Construction	Where ground works associated with the realignment of pitches and the construction of track infrastructure, extend below made ground there is a potential for a high magnitude direct permanent adverse impact on any surviving sub-surface archaeological remains.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works where levels of made ground are exceeded. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC023	Cultural Heritage: Demesne feature	Low	Construction	Where ground works associated with the realignment of pitches and the construction of track infrastructure, extend below made ground there is a potential for a high magnitude direct permanent adverse impact on any surviving sub-surface archaeological remains.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works where levels of made ground are exceeded. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC024	Cultural Heritage: Demesne Feature	Very Low	Construction: Direct	Where ground works associated with the realignment of pitches and the construction of track infrastructure, extend below made ground there is a potential for a high magnitude, direct permanent adverse impact on any surviving sub-surface archaeological remains.	Moderate Adverse	Archaeological monitoring will be carried out during enabling and construction works where levels of made ground are exceeded. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC026	Archaeological Site: Finglas ZAP	High	Construction: Direct Adverse	Where ground works associated with utility diversions, the construction of track infrastructure, pavement rehabilitation and boundary works extend below made ground there is a potential for high magnitude direct permanent adverse impacts on any surviving sub-surface archaeological remains where present within the construction zone.	Very Significant Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible to Slight Adverse
			Operation	N/A	Neutral	N/A	Neutral
CHC027	Archaeological Site: Town defences (King William's ramparts)	High	Construction: Direct and Indirect Adverse	<p>Ground works associated with the construction of track infrastructure, utility and road diversions, pavement rehabilitation, landscaping, footpath and cycle way works (to facilitate cycle-LRV trips) will have a very high magnitude, direct permanent adverse impact on associated subsurface remains at this location.</p> <p>A low magnitude short-term adverse indirect visual impact will arise due to the presence of hoarding, plant and equipment within the environs of this constraint.</p>	Very Significant Adverse	<p>Archaeological preservation by record (excavation) of subsurface remains of the section of the rampart within the boundary of the proposed Scheme will be carried out in advance of construction works in this area. Archaeological monitoring will also be carried during construction works elsewhere within the Finglas ZAP (CHC026) and should other subsurface remains of this constraint be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.</p> <p>The existing fence, including an attached information sign, around the extant southern section of the rampart to the west of Patrickswell Place will be</p>	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
						retained and appropriately protected during construction works. Monitoring of vibration levels on the extant remains of the southern section of the rampart to the west of Patrickswell Place will also be carried out during construction. (see Chapter 15 (Noise and Vibration)). Should vibration limits be exceeded, work in the vicinity of the rampart is to cease until the source of vibration is identified and measures to reduce vibration are introduced.	
			Operation: Indirect Adverse	The operation of the proposed Scheme will result in a low magnitude permanent indirect adverse visual impact on the setting of this constraint through the presence of the track, OCS and the passing of LRVs.	Moderate Adverse	The indirect impact of the proposed Scheme on the setting of this constraint has been mitigated by the sensitive design of the proposed Scheme.	Slight Adverse
CHC028	Cultural Heritage: LRV poles	Low	Construction: Direct Adverse	Ground works associated with track infrastructure, road widening, pavement rehabilitation works and utility diversions, will have a high magnitude short-term direct adverse impact on this constraint.	Moderate Adverse	The poles to be removed as part of the proposed Scheme will be recorded, removed and securely stored during construction works. DCC will be consulted in relation to arrangements for their re-purposing.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC031	Cultural Heritage: Religious building	Medium	Construction: Indirect Adverse	Ground works associated with track infrastructure, road widening and rehabilitation works and utility diversions, will have a medium magnitude	Moderate Adverse	The impact of the construction of the proposed Scheme on the setting of this constraint has been reduced by the sensitive design of the proposed Scheme.	Slight Adverse

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				short-term indirect adverse impact on this constraint.			
			Operation	N/A	Neutral	N/A	Neutral
CHC033	Area of Archaeological Potential	Medium	Construction: Direct Adverse	Where ground works associated with the construction of track and associated infrastructure extend below made ground there is a potential for a high magnitude permanent direct adverse impact on any surviving sub-surface archaeological remains at this location.	Significant Adverse	This constraint is within the Finglas ZAP (CHC026), and archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible to Slight Adverse
			Operation	N/A	Neutral	N/A	Neutral
CHC039	Cultural Heritage: Memorial feature	Medium	Construction: Indirect Adverse	A medium magnitude indirect short-term adverse visual impact will arise due to the presence of hoarding, plant and equipment within the environs of this constraint.	Moderate Adverse	The constraint will be protected by enclosing the works site with hoardings during construction works to minimise indirect visual impacts.	Imperceptible
			Operation: Indirect Positive	A low magnitude permanent indirect positive visual impact on the setting of this constraint will arise from landscaping within its environs.	Slight Positive	The impact of the proposed Scheme on the setting of this constraint has been enhanced by design and no further mitigation is required.	Slight Positive
CHC042	Cultural Heritage: Townland boundary	Low	Construction: Direct Adverse	Ground works associated with the construction of a new access road to Jamestown Business Park will have a high magnitude permanent direct adverse impact on any surviving associated sub-surface remains of this constraint.	Moderate Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC043	Cultural Heritage: Site of building	Very Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high magnitude permanent direct adverse impact on any surviving associated sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	N/A	N/A	Neutral
CHC044	Cultural Heritage: Site of well	Very Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high magnitude, direct permanent adverse impact on any surviving associated sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC045	Cultural Heritage: Site of building	Very Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high magnitude, direct permanent adverse impact on any surviving associated sub-	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				surface remains of this constraint.			
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC046	Cultural Heritage: Site of building	Very Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high magnitude, direct permanent adverse impact on any surviving associated sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC047	Cultural Heritage: Site of building	Very Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high magnitude, direct permanent adverse impact on any surviving associated sub-surface remains of this constraint.	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological excavation will be required.	Imperceptible
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC052	Cultural Heritage: Site of buildings	Low	Construction: Direct Adverse	Ground works associated with the construction of track infrastructure, utility diversions and pavement rehabilitation works will have a high	Slight Adverse	Archaeological monitoring will be carried out during enabling and construction works. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or	Imperceptible

CHC No.	Description	Baseline rating	Impact Phase and Type	Impact Level, Duration and Assessment	Significance of Effect	Mitigation	Residual Impact
				magnitude, direct permanent adverse impact on any surviving associated sub-surface remains of this constraint.		full archaeological excavation will be required.	
			Operation: Neutral	N/A	Neutral	N/A	Neutral
CHC054	Cultural Heritage: Memorial feature	Medium	Construction	The proposed reconfiguration of the car park area within Finglas Garda Station will have a very high magnitude short-term direct adverse impact on this constraint requiring its removal and reinstatement.	Significant Adverse	A pre-construction record of the current setting of the memorial in written and photographic formats will be prepared. Arrangements in relation to reinstatement within the Garda Station property have been agreed with AGS and the OPW.	Slight Adverse
			Operation	N/A	Neutral	N/A	Neutral

20.7 Cumulative Impacts

The cumulative assessment of relevant plans and projects has been undertaken separately in Chapter 24 (Cumulative Impacts) of this EIAR.

20.8 Difficulties Encountered in Compiling Information

No difficulties in compiling information for this chapter were encountered.

20.9 References

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