

**Appendix A15.1**  
Previous Archaeological  
Investigations in the Vicinity  
of the Proposed Scheme

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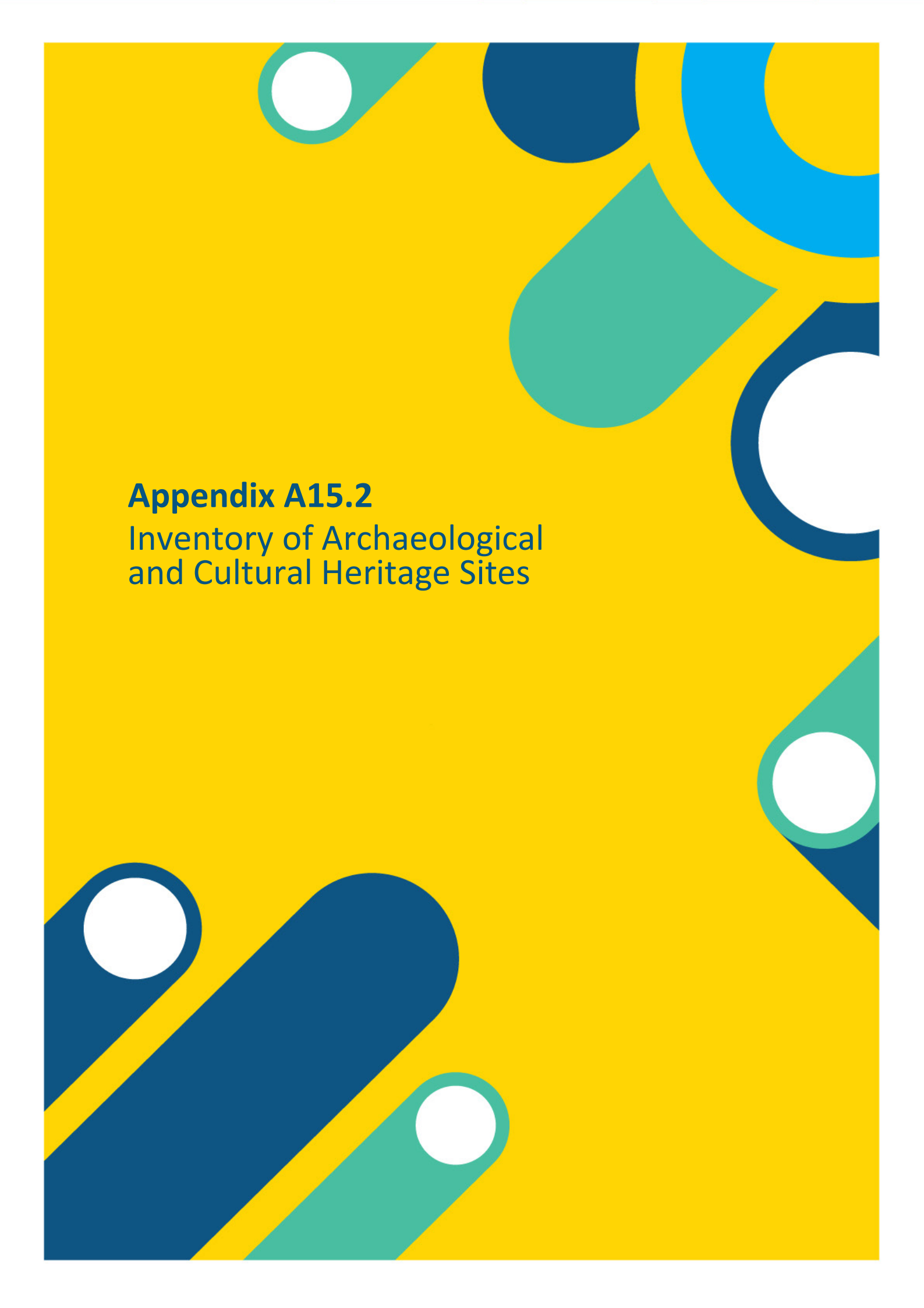
## Appendix A15.1: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme

Table 1: Previous Archaeological Investigations on / adjacent the Proposed Scheme

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
03E1060	2003:509	River Liffey, City Quay/ Custom House Quay	Monitoring	Nothing of archaeological interest.
02E1180 02D074 02R115		Macken Street Bridge	Monitoring	Nothing of archaeological interest.
06E0668	2006:634	National Conference Centre, Spencer Dock	Archaeological Excavation	Bulk excavations that revealed post medieval structures and earlier fish traps dating to the Mesolithic period.
03E0654	2003:0576	Building C Spencer Dock	Archaeological Excavation	A series of subsurface structural remains of red-brick and limestone construction were uncovered. These are the remains of industrial structures, dating from the 19th and 20th centuries. A number of artefacts dating from the post-medieval period were recovered from the test-pits. During initial site clearance and shoring, cellars were uncovered in the south of the site, where they extend under the North Wall road. These are from the demolished structures Nos 46 and 47 North Wall and may date from as early as the mid-18th century.
07E0167	2007:489	Spencer Dock, Mayor Street	Monitoring	Post medieval and industrial remains. Partial foundation and structural remains revealed as depicted on the historic OS mapping and 19 <sup>th</sup> century finds including glazed pottery and clay-pipe stems.
07E0636	2007:492	Anglo Building, Block 1, North Wall Quay	Monitoring	Nothing of archaeological interest.
09E0375	2011:200	North Lotts Pumping Station, New Wapping Street/Sheriff Street	Monitoring	Post medieval reclamation and waterlogged wooden remains potentially of prehistoric date.
12E0126	2012:211	North Wall Quay	Monitoring	<p>Monitoring was carried out during works associated with the North Wall Quay Environmental Improvement and Bus Priority Scheme. A total of six walls (Walls A-F) were identified within the trench located on the north side of the street along North Wall Quay. The most substantial of these was an east-west running wall (Wall A) which ran the length of the development works parallel to the current quay face (c.460m in length). The wall was located c.25m north of the current quay and was identified c.0.55m beneath the current ground surface.</p> <p>The wall had a depth of at least c.4.3m and had a slight batter on the north face. The total depth of the wall was not identified during excavations. Brooking's Map of 1728 shows the first depiction of the reclamation of the North Lotts, including a wall to the north of the quay wall, which formed a causeway. The quay was later rebuilt in the 19th century, and it is possible that the wall represents the back (or northern) extent of the wall of the late 19th century quay structure. However, it cannot be ruled out completely that the wall represents the earlier 18th century structure.</p> <p>A further east-west running wall (Wall B) was identified immediately north of the previously discussed wall. This wall consisted of large stone blocks located beneath the surface of the road; however it was shallow and only survived as a number of courses. Four additional north-south running wall foundations (Walls C-F) were identified running at right angles to Wall A. These were not substantial in size and were in poor condition. Walls B-F represent the remains of pre-existing structures shown on the North Wall Quay on the early 19th century maps.</p>
10E0108	2010:263	Flood Defences Scheme, George's	Monitoring	Post-medieval reclamation deposits were revealed. Monitoring of a series of site investigations was carried out along a 1.1km stretch of

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
		Quay to Sir John Rogerson's Quay		the south quays of the River Liffey from George's Quay to Sir John Rogerson's Quay. The foundations of standing buildings, a series of services and reclamation deposits were identified during monitoring. No features or finds of a pre-18th century date were uncovered, where the maximum depth of excavation was between 1.5m and 2m and did not reach below the depth of reclamation deposits.
05E0617	2006:641, 642 and 643	17-19 Sir John Rogerson's Quay	Testing	Post medieval deposits including a late 19th early 20th century chimney base, tramlines and back filled post-medieval basements were revealed. Beneath the basement foundations, early 18th century slob land reclamation deposits were encountered, this overlaid intertidal sands and gravels. Within the reclamation deposits, a north-south row (4 in number) of irregular wooden (pine) posts spaced at intervals of c.0.6m were found. One was possibly a reused ship's timber. Further testing at the north (quay side) of the site, revealed a number of ship's timbers reused as piles beneath the post medieval building foundations.
08E0915	2009:AD5	East Wall – Inchicore DART Underground Works	Monitoring	Two boreholes were drilled directly behind the existing quay wall on Sir John Rogerson's Quay. The substantial remains of the old wooden quay wall were encountered at 4.7.6m (-1.13m to-4.63m OD).  Immediately behind the North Quay wall, boring demonstrated slightly over 7m of fill (base -3.87m OD), but no evidence of the prehistoric foreshore that were revealed at a depth of -6m to-4m OD (Excavations 2003, No. 565, 03E654 and Excavations 2007, N.494, 06E0668).
04E0271	2004:0519	Britain Quay, Ringsend	Monitoring	Monitoring of geotechnical test pits revealed a 5m depth of 18th century dumped deposits.
00E0744	2001:415	Thorncastle Street	Testing	The results of the archaeological assessment point to reclamation practices on the site that commenced in the late 18th century with the construction of the South Wall, followed by further reclamation during the development of the Grand Canal Docks which were completed and opened in 1796. The Ballast Office records the dredging of 1,621 tons of material from the River Liffey in 1785, and this must have included material deposited by the River Dodder as a sand bar across the channel of the River Liffey. Both the historic and archaeological evidence agree that this area was a focus for reclamation and subsequent development.
04E0740	2004:0579	Poolbeg Yacht & Boat Club, Pigeon House Road	Monitoring of dredging works	Nothing of archaeological interest.
19R0156 19D0063	2019:505	River Liffey, Blood Stoney Pedestrian Bridge Project	Underwater archaeological assessment	Underwater archaeological assessment took place at the proposed location of a new pedestrian bridge between North Wall Quay and Sir John Rogerson's Quay. Aside from the quaysides, which were subject to detailed recording, no archaeological significant material, deposits or structures were encountered as part of the survey.
19D0022 19R0052	2019:508	River Dodder and River Liffey	Underwater archaeological assessment	Assessment undertaken as part of the Dodder Public Transport Opening Bridge project. No archaeological material, deposits or structures were encountered as part of the survey.
19E0263	2019:526	South Campshire Flood Protection at City Quay and Sir John Rogerson's Quay	Monitoring	Archaeological monitoring was undertaken along City Quay and Sir John Rogerson's Quay in association with the South Campshires Flood Protection Project. The initial stages of the work consisted of the installation of granite cladding along the existing precast concrete walls. No archaeology was found, and work will continue into 2020.
17E0504	2018:644	91-94 North Wall Quay	Monitoring	No archaeology found.
15E0371	2018:645	76 Sir John Rogerson's Quay	Monitoring	Monitoring revealed reclamation deposits to a depth of up to 3m across the site. No archaeology found.
16E0363	2017:107	North Wall Quay, Spencer Dock	Monitoring	Nothing of archaeological significance has been identified to date.
17E0058	2017:565	North Docklands Sewerage Scheme	Monitoring	Monitoring of groundworks identified the remnants of two 19th century masonry structures. A limestone wall representing the remnants of the foundation courses of a structure on the corner of Castleforbes Road and Sheriff Street Upper. A second limestone wall

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
				associated with a former patent slip structure was identified within Dublin Port.  No features deposits or finds of an archaeological significance were identified during the course of the monitoring programme. The walls associated with masonry structures are of historical significance and were recorded and removed in order to facilitate the works.
16E0231	2016:425	13-18 City Quay	Monitoring	Nothing of archaeological interest.
15E0371	2015:059	76 Sir John Rogerson's Quay	Monitoring	Nothing of archaeological interest.
15E0454	2015:175	Great South Wall	Monitoring	Monitoring of ground investigation works revealed that the Great South Wall differs in height, ranging from 6.5m (3.66m to -2.84m OD) near Poolbeg Lighthouse to 3.5m (2.35m to -1.15m OD) at White Bank Wharf. The wall appears to be of uniform construction throughout its length, built almost entirely of cut granite blocks and stone gravel (shingle) fill. Some limestone and sandstone was also used in the lower layers. Cut granite blocks were set dry on the sea bed, flanked by two retaining walls. The voids between the blocks were filled with stone gravel (shingle). The blocks appear to have been laid in layers. It also appears that up to 6 inches (0.16m) of gravel separated each layer of granite blocks within the core of the wall. In one area sand appears to have been used instead of gravel. The base of the wall sits on up to 10m of sand for its entire length. Strata of gravel, shale and boulder clays occur beneath the sand, while solid rock was found between 30-45m below the top surface of the wall.
15E0330	2015:218	North Dock Sewerage Scheme	Monitoring	Nothing of archaeological interest.
15E0502	2015:225	Sir John Rogerson's Quay (Capital Docks)	Monitoring	Nothing of archaeological interest.
14E0393	2014:069	South Campshires	Monitoring	The work consists of a new flood defence system, approximately 1km in length, located on the south campshires of the River Liffey. The flood defence takes different forms at several sections over its length including quality concrete finish walls, granite cladding wall, raised parapets and waterproofing of existing buildings along the campshires. No archaeology has been encountered.
14E0438	2014:520	1-6 Sir John Rogerson's Quay/16-25 Creighton Street	Testing	The initial results of the assessment were thus inconclusive, and it was recommended that further testing be undertaken immediately post-demolition to adequately programme the resolution of any archaeological remains surviving on the site during the construction phase. This resulted in the 2016 excavation of a 17th-century horizontal mill and an adjacent late 18th-century foundation platform comprising re-used ship timbers.
20E0102	2020:355	George's Dock	Monitoring	Archaeological monitoring of five trial pits and four boreholes was carried out in March 2020 at George's Dock and Customs House Quay in Dublin 1 in advance of a proposed development. George's Dock is listed on the Record of Protected Structures (RPS Ref. 3173) and the Dublin City Industrial Heritage Record (DCIHR Ref. 18 07 101). Due to the very substantial extent of modern build-up encountered across the site, none of the trial pits revealed archaeological layers earlier than the latter half of the nineteenth century. A review of the proposed development works has been carried out and recommendations for further monitoring have been made.

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a non-repeating, organic pattern.

**Appendix A15.2**  
Inventory of Archaeological  
and Cultural Heritage Sites

## **Appendix A15.2: Inventory of Archaeological and Cultural Heritage Site**

# 1. Archaeological Heritage (AH) Sites

## 1.1 Introduction

The following is an inventory of archaeological heritage (AH) sites identified during the course of this assessment, with the entries arranged from Ringsend to the City Centre Core Bus Corridor Scheme as they occur along the Proposed Scheme.

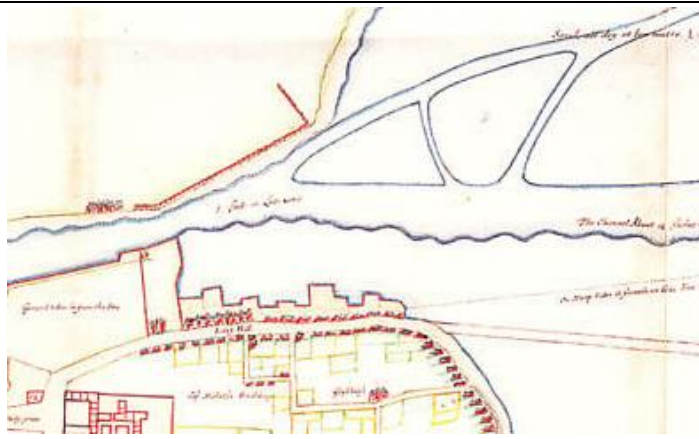
The locations of the AH sites are represented on the accompanying mapping (Figure 15.1 in Volume 3 of this EIAR). Where sites do not already have a designated number (e.g. Record of Monuments and Places (RMP), Sites and Monuments Record (SMR), Dublin City Industrial Heritage Record (DCIHR)), they are identified using the Proposed Scheme name (CBC0011) followed by an AH identification number (e.g. CBC0011AH001, CBC0005AH002, etc.).

Unless stated otherwise in the entry, Irish Transverse Mercator (ITM) locations are given for the centre point of each archaeological heritage site.

'Approximate distance' in each entry is measured from the AH site to the red line boundary for the Proposed Scheme. Where an AH site is located immediately adjacent to the Proposed Scheme, but outside of it, a distance of 0m is given.

## 1.2 Inventory of Sites

### 1.2.1 Talbot Memorial Bridge to Tom Clarke East Link Bridge

<b>Identification No.</b>	DU018-020505
<b>Legal Status</b>	Record of Monuments and Places
<b>Townland / Street Address</b>	Dublin North City – Custom House Quay
<b>Site Type</b>	Sea Wall (site of)
<b>ITM</b>	716400 734652
<b>Description</b>	This site lies within the zone of archaeological potential for the historic city of Dublin, DU018-020. Amiens Street, was created after the construction of the Custom House at the end of the 19 <sup>th</sup> century. The street was named after Viscount Amiens, Earl of Aldborough. Prior to the development of Beresford Place, the street that ran from the Custom House north-eastwards was known as the Strand or the North Strand. In the early 19 <sup>th</sup> century, this street marked the eastern extent of the urban city of Dublin and the land to the east has been reclaimed from the Liffey estuary since that time. The wall is depicted on de Gomme's Map of Dublin from 1673 defining the shoreline and has been interpreted as the wall built by Gilbert Mabbot in c. 1671. The corner of the wall was situated near the present Store Street. The magnitude of the impact is negligible, and the significance of the impact is low resulting in an imperceptible impact.
<b>Sources</b>	 <p>De Gomme (1673), <i>The City and Suburbs of Dvblin</i> as cited in Kissane, N. (Ed.) (1988) <i>Historic Dublin Maps</i>. National Library of Ireland. National Monuments Service (2020)</p>
<b>Impact</b>	Neutral, Imperceptible, Permanent
<b>Proposed mitigation</b>	No mitigation measures are proposed in relation to this site as it is located outside the redline boundary for the Proposed Scheme.



<b>Approx. distance</b>	Located 100m to the north of the redline boundary.
<b>Photography</b>	N/A

<b>Identification No.</b>	CBC0016AH005
<b>Legal Status</b>	DCIHR No identification number. No legal status
<b>Townland / Street Address</b>	Dublin North City – Custom House Quay
<b>Site Type</b>	The Old Dock (site of)
<b>ITM</b>	716430, 734580

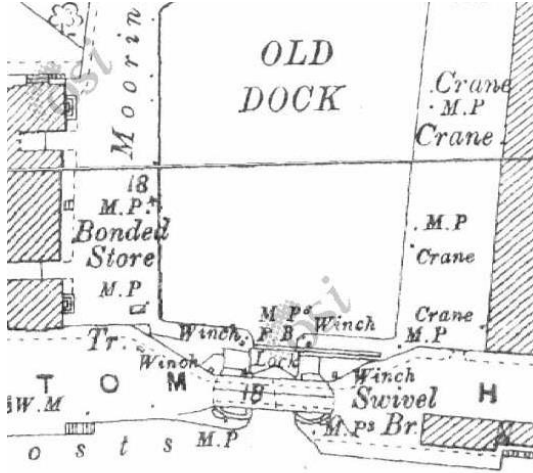
<b>Description</b>	This site is noted in the DCIHR but is given no identification number and it is shown on the historic ordnance survey (OS) mapping as the 'Old Dock'. The area is now filled in and occupied by buildings. The magnitude of the impact is negligible, and the significance of the impact is low resulting in a not significant impact. Ground-breaking works at this location will result in a negative, not significant, permanent impact on any potential below ground remains that may survive.
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<b>Sources</b>	 <p>OSI (2020).</p>
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<b>Impact</b>	Negative, Not Significant, Permanent
<b>Proposed mitigation</b>	Archaeological monitoring will take place within the redline boundary as this area is part of zone of archaeological potential for the Historic City of Dublin (DU018-020).
<b>Approx. distance</b>	The site of the 'Old Dock' is partly located within the red line boundary for the Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	DCIHR 18-11-159
<b>Legal Status</b>	No legal status
<b>Townland / Street Address</b>	Dublin North City – Custom House Quay
<b>Site Type</b>	Lock (site of)
<b>ITM</b>	716417, 734548

<b>Description</b>	This site lies within the zone of archaeological potential for the historic city of Dublin, DU018-020. It is the site of a lock which is marked on historic ordnance survey mapping (OS 1847 6-inch edition and the revised OS 1910 25-inch edition) but is now removed and presents as a road. The magnitude of the impact is negligible, and the significance of the impact is low resulting in a not significant impact. Ground-breaking works at this location will result in a negative, not significant, permanent impact on any potential below ground remains that may survive.
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<b>Sources</b>	 <p>OS (2020)</p>
<b>Impact</b>	Negative, Not Significant, Permanent
<b>Proposed mitigation</b>	Archaeological monitoring will take place within the redline boundary as this area is part of zone of archaeological potential for the Historic City of Dublin (DU018-020).
<b>Approx. distance</b>	The site of the 'lock' is located within the red line boundary for the Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	DCIHR 18-11-158
<b>Legal Status</b>	No legal status
<b>Townland / Street Address</b>	Dublin North City – Custom House Quay
<b>Site Type</b>	Former Swivel Bridge (site of)
<b>ITM</b>	716249 734548
<b>Description</b>	This site lies within the zone of archaeological potential for the historic city of Dublin, DU018-020. It is the site of a former swivel bridge which is marked on historic ordnance survey mapping (OS 1847 6-inch edition and the revised OS 1910 25-inch edition) but is now removed and presents as a road. The magnitude of the impact is negligible, and the significance of the impact is low resulting in a not significant impact. Ground-breaking works at this location will result in a negative, not significant, permanent impact on any potential below ground remains that may survive.
<b>Sources</b>	OS (2020)
<b>Impact</b>	Negative, Not Significant, Permanent
<b>Proposed mitigation</b>	Archaeological monitoring will take place within the redline boundary as this area is part of zone of archaeological potential for the Historic City of Dublin (DU018-020).
<b>Approx. distance</b>	The site of the 'Swivel Bridge' is located within the red line boundary for the Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	DU018-020152
<b>Legal Status</b>	Record of Monuments and Places
<b>Townland / Street Address</b>	Dublin North City – Custom House Quay
<b>Site Type</b>	Glass house (site of)
<b>ITM</b>	716519 734551
<b>Description</b>	This site lies within the zone of archaeological potential for the historic city of Dublin, DU018-020. A glasshouse is marked at this location on Rocque's map of 1756. The magnitude of the impact is low, and the significance of the impact is medium resulting in a slight impact. Ground-breaking works at this location will result in a negative, slight, permanent impact on any potential below ground remains that may survive.
<b>Sources</b>	Rocque (1756), <i>Plan of the City of Dublin</i> as cited in Kissane, N. (Ed.) (1988) <i>Historic Dublin Maps</i> . National Library of Ireland. National Monuments Service (2020)

<b>Impact</b>	Negative, Slight, Permanent
<b>Proposed mitigation</b>	Archaeological monitoring
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	N/A

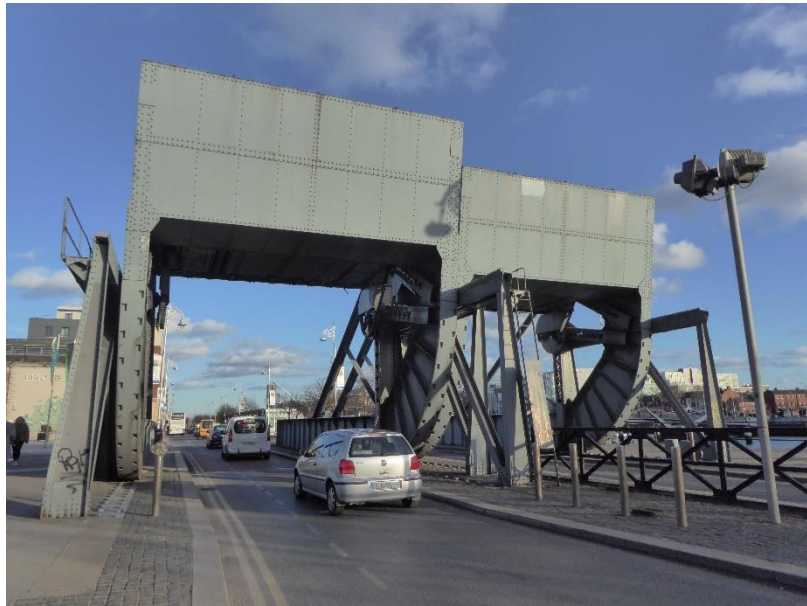
<b>Identification No.</b>	RPS 896
<b>Legal Status</b>	Protected Structure
<b>Reference No.</b>	DCIHR 18-11-115, NIAH Ref. 50010001
<b>Townland / Street Address</b>	George's Dock, Custom House Quay
<b>Site Type</b>	Bridge – Swivel/ Swing/ Draw
<b>ITM</b>	716580 734526

<b>Description</b>	<p>The Scherzer Bridges are pair of bridges erected at Custom House Quay over the entrance to Georges Dock (based on design patented by William Scherzer of Chicago in 1893). The date of the build varies in the sources from 1912 in the RPS, however, it is also dated to 1932-34 in other records. It was built by Dublin Port and Docks Board and designed by Joseph Mallagh, the Board's Engineer. Each bridge comprises two main girders connected by floor beams with segmental girders to the west end of the main girders to form a rolling surface upon which the bridge bears; segmental girders are extended so as to carry a large counterweight. These bridges were built to allow water-based traffic to access Spencer Dock, they were also designed to keep seawater out of the docks. The bridges are no longer operational but serve as a landmark feature of the industrial past of the docklands. The control cabin (which was probably located at the side of the bridge, rather than the top) has been removed. The protected structure listing (RPS) specifies 'two swing bridges including adjoining stone wall'.</p> <p>The structures consist of an inner and outer bridge at Custom House Quay, they are skew bridges that carry port bound and city bound traffic over the sea lock to George's Dock from the River Liffey.</p> <p>The impact of the proposed interventions, repair works, and relocation of the bridges is described in the Architectural Heritage Chapter.</p> <p>Ground-breaking works at this location has the potential to impact below ground archaeological remains or on recorded archaeological sites that are adjacent and form part of the quay structure in a negative, significant and permanent manner. . It is anticipated the 60 n. CFA piles (20 for each relocated Scherzer Bridge and another 10 for each replacement road carriageway structure) will be required as part of the relocation process. The depth of the piles are anticipated to be 8m.</p> <p>As a feature of industrial heritage, all features associated with this bridge will be recorded and materials that can be salvaged will be identified, recorded, stored and reused at an appropriate location. Work will take place under archaeological supervision.</p> <p>There is an opportunity during the operation stage of the scheme for a positive impact through improving access to and understanding these features in terms of signage and their setting by enhancing the public realm at George's Dock.</p> <p>The magnitude of the impact is high, and the significance of the impact is high resulting in an overall significant impact.</p>
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<b>Sources</b>	Dublin City Council 2016-2022. Dublin City Industrial Heritage Record. Cox R.C & Gould M.H. (1998) <i>Civil Engineering Heritage Ireland</i> . London.
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<b>Impact</b>	Negative, Significant, Permanent.
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<b>Proposed mitigation</b>	<p>The Architectural Heritage Chapter (Chapter 16) outlines the studies that were undertaken in order to gain an understanding of the architectural, technical, structural, historical and social significance of these structures. Given the uniqueness of these structures and the fact that there are so few upstanding original features of the industrial past that survive along the quays, it is important that they are celebrated within the public realm (Chapter 17). As part of this process, information panels will enhance the educational value and provide public awareness of the historic context and industrial heritage significance of the bridges.</p> <p>It is the design intent to seek to minimise disturbance to adjacent historic structures. Detailed recording, investigation and a methodology to ensure minimal disturbance to adjacent protected historic structures, such as the lock and quay walls will be required.</p> <p>Archaeological investigation, recording and monitoring will take place during the relocation of these structures as localised excavation required to relocate the bridge structures may reveal features such as earlier bridges, surfaces, quay walls, reclamation processes and substructural elements associated with the Scherzer Bridges. The following construction sequence outlines an implementable archaeological strategy that can be undertaken prior to and during the site preparation and construction phase of the Proposed Project:</p> <ol style="list-style-type: none"> <li>1. A full and complete photographic and detailed industrial heritage record will be undertaken.</li> <li>2. Ancillary elements associated with the bridges such as railings, gateposts and kerbs will be dismantled and stored for repair and reconstructed as appropriate.</li> <li>4. Temporary bridges will be provided to maintain pedestrian connectivity during construction as required.</li> <li>5. Under archaeological supervision, groundworks will be undertaken for the relocation of the Scherzer Bridges to include the construction of new foundations for the relocated bridges including</li> </ol>
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	<p>pile caps and ground beams, as required. The programme will accommodate an unexpected archaeological find and the full recording and where necessary the full excavation of that find.</p> <p>6. The above ground elements of the Scherzer Bridges will be decommissioned and carefully dismantled and/ or moved in accordance with the advice of the Industrial Heritage consultant and conservation engineer for repair and restoration. This will principally include the rolling bridge structures together with the pairs of supporting racks including the careful excavation of the underground portion of the supporting stanchions.</p> <p>7. The remaining above ground elements will be dismantled and/or moved for repair and restoration.</p> <p>8. Deep foundation elements of the Scherzer Bridges, including track beams and cross bracings, concrete beams and timber piles, will remain in-situ and will be documented and recorded where exposed.</p> <p>9. Missing sections of the quay wall and cappings that were removed during the original installation of the Scherzer Bridges will be replaced to reinstate the quay walls.</p> <p>10. Under archaeological supervision, the substructure (i.e. the piles and pile caps) and superstructure (i.e. precast beams, poured deck slab, parapets and finishes) for each of the new road bridges will be installed. These will be constructed in two halves with a temporary edge treatment pending completion of the second half and stich in each case.</p> <p>11. The restored Scherzer Bridges will then be reconstructed and reassembled at their new locations.</p> <p>12. It is understood that the opening mechanisms at the George's Dock bridges are not functional and various elements are missing or broken. It is intended to procure replacement parts so as to refurbish the bridges and to include the full motor mechanism at the inner bridge so as to allow it to be openable.</p> <p>13. Associated restoration and site development works will include the establishment of new high quality paving to tie in the relocated bridges with the adjoining Campshires, quays and open spaces</p>
<p><b>Approx. distance</b></p>	<p>Within Proposed Scheme</p>
<p><b>Photography</b></p>	 <p><i>The Scherzer Bridges looking east</i></p>






*The Scherzer Bridges from City Quay looking north*

<b>Identification No.</b>	RPS Ref. No. 3173
<b>Legal Status</b>	Record of Protected Structures
<b>Reference No.</b>	DCIHR Ref. 18-11-154 NIAH Ref. 50010131
<b>Townland / Street Address</b>	George's Dock, Custom House Quay
<b>Site Type</b>	Lock
<b>ITM</b>	716584 734554
<b>Description</b>	<p>George's Dock (RPS 3173, DCIHR 18-11-154, NIAH 50010131) is assessed in the Architectural Heritage Chapter (Chapter 16) as a feature of architectural heritage significance. It is a limestone lock, built c.1820, connecting George's Dock to the River Liffey. The structure comprises a pair of squared coursed limestone ashlar lock walls, slightly battered, with granite coping at ground level enclosing the lock to the east and west. Timber and steel lock gates are located to the north end below the modern steel and timber humpback footbridge. There are granite steps to both walls adjacent to the lock gates with a pair of granite bollards located to either end. There is a curved wall to the north opening into George's Dock. The south end is obscured by the enclosure located below the pair of Scherzer Bridges which opens to the River Liffey.</p> <p>The lock is no longer in use and has been retained as part of the redevelopment of the area and contributes to the maritime heritage of the area.</p> <p>The lock is described in the RPS as comprising limestone ashlar dock wall with granite copings, granite and cast-iron bollards, steps, lock gates, cast-iron mooring rings, ladders and winches.</p> <p>Any subsurface remains associated with the lock or earlier structures within the ground breaking and excavation area proposed for the relocation of the Scherzer Bridges have the potential to be disturbed by this construction activity. This localised investigation within the ZAP for the Historic City of Dublin (DU018-020) has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, potential impact of the Construction Phase will be Negative, Moderate and Permanent.</p>
<b>Sources</b>	OSI 2020, Dublin City Council 2016-2022, Dublin City Industrial Heritage Record. National Inventory Architectural Heritage.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	See Architectural Heritage Chapter (Chapter 16). Archaeological monitoring including full recording prior to and during any intervention works taking place will be required.
<b>Approx. distance</b>	Within the redline boundary for the Proposed Scheme

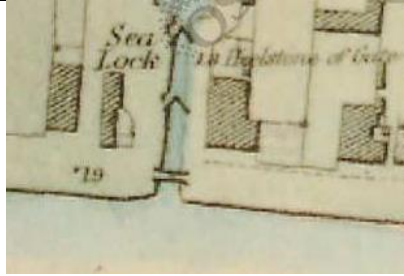
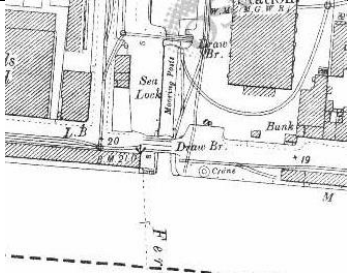



<b>Identification No.</b>	DU018-020564
<b>Legal Status</b>	Record of Monuments and Places (RMP)
<b>Reference No.</b>	NIAH Reg. No. 50060556 and DCIHR 18 12 005
<b>Townland / Street Address</b>	Custom House Quay, North Wall Quay and North Wall Ext.
<b>Site Type</b>	Quay and Quay wall
<b>ITM</b>	717709 734434 (RMP coordinates). Linear feature along the north quay.
<b>Description</b>	<p>The quays and quay wall lie within the zone of archaeological potential for the historic city of Dublin, (DU018-020). Land reclamation practices are first shown on Brooking's map of 1728, where a wall is depicted oriented eastwards to a location opposite Ringsend before turning northwards. By the end of the 18th century recommendations were being made to demolish and rebuild the wall as it was in constant need of repair. In the 1860s, the Ballast Board improved the berthage facilities and by 1869 the wall had been rebuilt with its foundation extending to depths of 16ft to 18ft from the berths along the quayside. The quay walls are of ashlar granite with granite kerbing and cast-iron moorings are located at intervals along their length.</p> <p>Over the years, sympathetic interventions have taken place allowing access to the quays. The surface of quays is mixed cobbled, granite, sandstone and resin-bonded gravel marking a modern public realm paving scheme. The remains of old railway tracks have been embedded within the paving scheme and there are steps and ramps with granite nosed boundary stones to the roadside. They are currently bounded by contemporary modern steel railings. The quays remain an important and attractive element of the river scape and reflect the historic maritime development of Dublin.</p> <p>The development of two pedestrian boardwalks at Custom House Quay and at Excise Walk/ North Wall Quay will have an impact locally on the quay wall (DU018-020564-) where the structures have to be affixed to the quay. Each proposal has been designed to minimise the impact on the quay. At Custom House Quay, the presence of 3 no. instream piles in the River Liffey will negate the need for mini piles at the quay and ensure the structural stability of the boardwalk. The depth of the piles is anticipated to be in the region of 15m. As such there will be a spreading beam with a grout or pad separator above the capping stones supporting the boardwalk. There will be no impact on the capping stones themselves. The boardwalk will be tied back into the adjacent building. The boardwalk will be 6m wide, narrowing to 4.25m at the eastern end over the proposed monopiles in the river. The structure is to be made from steel.</p> <p>At Excise Walk/ North Wall Quay the design proposal is to create a boardwalk 7.10m wide with a footpath surface overhanging the quay wall for a distance of 3.2m. The existing railing will be removed, and the finished wooden surface will be placed over the existing quay. The boardwalk will extend for a distance of 58.33m and 10 anchors will be attached to the existing quay wall underneath the proposed structure. A steel beam will pass through the coping stone and a concrete counterweight and pile cap will be placed to the north of the coping stone and quay.</p> <p>A systematic visual inspection of the quays took place as part of the Underwater Archaeological Impact Assessment (UAIA) by ADCO 2021 in advance of the proposed works. This survey included an inspection of the quay wall elevation, the Campshires and any associated quayside features present. At Custom House Quay the capstones were noted to be replaced and not original. At North Wall Quay the proposals will require the removal of two mooring hooks from the top of the quay wall and the top of a river access ladder and a potential impact on a mooring hoop (Table 5, Appendix 15.6 in Volume 4 of this EIAR)</p>

	<p>Ground-breaking works along the quays, will result in a negative, moderate, permanent impact, on potential below ground remains that may survive. It is anticipated that works will be localised and will not detract from the overall quay layout. A boardwalk mounted on sections of quay walls will form a promenade and act as an extension to the public amenity area.</p> <p>The quays and quay walls have a medium sensitivity value, and the magnitude of impact is medium resulting in a moderate impact. This will result in a negative, moderate, permanent impact.</p>
<b>Sources</b>	NMS 2020. DeCourcy 1996. Dublin City Industrial Heritage Record. National Inventory Architectural Heritage.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring including full recording prior to and during any intervention works taking place will be required.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	 <p><i>North Wall Quay looking west</i></p>

<b>Identification No.</b>	DCIHR 18-12-060
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Royal Canal Office (site of)
<b>ITM</b>	717120 734512
<b>Description</b>	<p>According to the DCIHR survey undertaken in 2008, some walls survived on the site though it is likely that these are not related to the canal office. Remains comprise walls forming the west elevation of a structure which was formerly located along Guild Street. The area is now grassed over. The site of the structure shown on the historic OS mapping is located in an area of temporary land acquisition. This structure as can be seen on the mapping below - the first edition OS 6-inch (1847) to the revised OS 25-inch (1910) has altered in layout and changed over time. This area has now been completed regraded and redeveloped and is now a depot for bicycles. As part of the proposed scheme and temporary works, this area is proposed as a Construction Compound (R2).</p> <p>The magnitude of the impact is low, and the significance of the impact is low resulting in a slight impact. Ground-breaking works at this location will result in a negative, slight, permanent impact on any potential below ground remains that may survive.</p>
<b>Sources</b>	



	  <p>OSI 2020.</p>
<b>Impact</b>	Area is located within a temporary land acquisition and Construction Compound R2. Negative, Slight, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring.
<b>Approx. distance</b>	Within the Proposed Scheme.
<b>Photography</b>	 <p><i>Looking north at the newly regraded parkland and the proposed compound area (R2)</i></p>

<b>Identification No.</b>	RPS No. 912
<b>Legal Status</b>	Record of Protected Structures
<b>Reference No.</b>	DCIHR Ref. 18-12-063; NIAH Ref. 50010009
<b>Townland / Street Address</b>	The Royal Canal / Spencer Dock, North Wall Quay
<b>Site Type</b>	Bridge (Swivel/ Swing/ Draw)
<b>ITM</b>	717144 734483
<b>Description</b>	<p>Pair of iron lifting bridges (known as Scherzer Bridges) built in 1911-12 and based on a design patented by William Scherzer in 1893. Positioned across the entrance to Spencer Dock/ Royal Canal, these bridges replaced an earlier bridge/structure which was erected in 1860. The bridges were built by Dublin Port and Docks Board and designed by Sit John Purser Griffith, the Board's engineer.</p> <p>Each bridge comprises two main girders connected by floor beams with segmental girders to the west end of the main girders to form a rolling surface upon which the bridge bears; the segmental girders are extended so as to carry a large counterweight. Built to allow water-based traffic to access Spencer Dock, these bridges were designed to keep seawater out of the docks. The design was the most common type of movable bridge, favoured for their speed and minimal energy required for operation.</p> <p>The timber mitre lock gates underneath this pair of bridges were superseded by the present steel quadrant gates in 2008 (Hammond pers comm.).</p> <p>They were restored by the Dublin Docklands Authority in 2003-04 and represent the earliest complete Scherzer Bridges in Ireland and the only ones believed to be in working order.</p>



	<p>Together with their counterparts at George's Dock (CBC0016AH002) they serve as a reminder of the industrial heritage of the docklands. The protected structure listing (RPS) specifies 'swing bridges' and includes the adjoining squared-and-snecked limestone wall to the north and the square profile gate piers in the designation.</p> <p>The impact of the proposed interventions, repair works, and relocation of the bridges is described in the Architectural Heritage Chapter. As these bridges are landmark industrial heritage features, the final design solution has been conservation led and all options devised to showcase these unique industrial heritage features including an enhancement and improvement of the public realm associated with the Royal Canal has been considered.</p> <p>Ground-breaking works at this location has the potential to impact below ground archaeological remains or on recorded archaeological sites that are adjacent and form part of the quay structure in a negative, significant and permanent manner. It is anticipated the 60 no. CFA piles (20 for each relocated Scherzer Bridge and another 10 for each replacement road carriageway structure) will be required as part of the relocation process. The depth of the piles are anticipated to be 8m.</p> <p>As a feature of industrial heritage, all features associated with this bridge will be recorded and materials that can be salvaged will be identified, recorded, stored and reused at an appropriate location. Work will take place under archaeological supervision.</p> <p>The magnitude of the impact is high, and the significance of the impact is high resulting in an overall significant impact.</p>
<b>Sources</b>	OSI 2020, Dublin City Council 2016-2022, Dublin City Industrial Heritage Record. National Inventory Architectural Heritage.
<b>Impact</b>	Negative, Significant, Permanent.
<b>Proposed mitigation</b>	<p>The Architectural Heritage Chapter (Chapter 16) outlines the studies that were undertaken in order to gain an understanding of the architectural, technical, structural, historical and social significance of these structures. Given the uniqueness of these structures and the fact that there are so few upstanding original features of the industrial past that survive along the quays, it is important that they are celebrated within the public realm (Chapter 17). As part of this process, information panels will enhance the educational value and provide public awareness of the historic context and industrial heritage significance of the bridges.</p> <p>It is the design intent to seek to minimise disturbance to adjacent historic structures. Detailed recording, investigation and a methodology to ensure minimal disturbance to adjacent protected historic structures, such as the lock and quay walls will be required.</p> <p>Archaeological investigation, recording and monitoring will take place during the relocation of these structures as localised excavation required to relocate the bridge structures may reveal features such as earlier bridges, surfaces, quay walls, reclamation processes and substructural elements associated with the Scherzer Bridges. The following construction sequence outlines an implementable archaeological strategy that can be undertaken prior to and during the site preparation and construction phase of the Proposed Scheme:</p> <ol style="list-style-type: none"> <li>1. A full and complete photographic and detailed industrial heritage record will be undertaken.</li> <li>2. Ancillary elements associated with the bridges such as railings, gateposts, kerbs and the stone wall at the Royal Canal will be dismantled and stored for repair and reconstructed as appropriate.</li> <li>3. The recent pedestrian and cycle bridges at the mouth of the Royal Canal will be lifted and stored for re-use elsewhere.</li> <li>4. Temporary bridges will be provided to maintain pedestrian connectivity during construction as required.</li> <li>5. Under archaeological supervision, groundworks will be undertaken for the relocation of the Scherzer Bridges to include the construction of new foundations for the relocated bridges including pile caps and ground beams, as required. The programme will accommodate an unexpected archaeological find and the full recording and where necessary the full excavation of that find.</li> <li>6. The pair of canal winch housings at the Royal Canal will be modified to reduce their overall height to avoid conflict with the relocated inner Scherzer Bridge.</li> <li>7. The above ground elements of the Scherzer Bridges will be decommissioned and carefully dismantled and/ or moved in accordance with the advice of the Industrial Heritage consultant and conservation engineer for repair and restoration. This will principally include the rolling bridge structures together with the pairs of supporting racks including the careful excavation of the underground portion of the supporting stanchions.</li> <li>8. The remaining above ground elements will be dismantled and/or moved for repair and restoration.</li> <li>9. Deep foundation elements of the Scherzer Bridges, including track beams and cross bracings, concrete beams and timber piles, will remain in-situ and will be documented and recorded where exposed.</li> <li>10. Missing sections of the quay wall and cappings that were removed during the original installation of the Scherzer Bridges will be replaced to reinstate the quay walls.</li> <li>11. Under archaeological supervision, the substructure (i.e. the piles and pile caps) and superstructure (i.e. precast beams, poured deck slab, parapets and finishes) for each of the new road bridges will be installed. These will be constructed in two halves with a temporary edge treatment pending completion of the second half and stich in each case.</li> </ol>

	<p>12. The restored Scherzer Bridges will then be reconstructed and reassembled at their new locations with the control gantry at the Royal Canal remaining as part of the outer bridge and potential to re-build the original control room as part of the restoration.</p> <p>13. It is understood that the opening mechanisms at the Royal Canal Bridges are largely intact, and it is intended to reinstate these so that the bridges could be operable.</p> <p>14. Associated restoration and site development works will include the establishment of new high quality paving to tie in the relocated bridges with the adjoining Campshires, quays and open spaces.</p>
<p><b>Approx. distance</b></p>	<p>Within Proposed Scheme</p>
<p><b>Photography</b></p>	 <p><i>Pair of iron lifting bridges (Scherzer Bridges) taken from the southwest</i></p>  <p><i>Entrance to Spencer Dock/ Royal Canal looking north, steel replacement gates 2008</i></p>



*View to bridges and associated wall taken from the east*

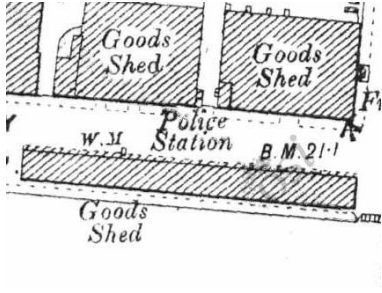
<b>Identification No.</b>	RMP DU018-020479
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Reference No.</b>	DCIHR 18-12-014
<b>Townland / Street Address</b>	City Quay
<b>Site Type</b>	Quay and Quay wall
<b>ITM</b>	716578 734408
<b>Description</b>	<p>The quays and quay wall lie within the zone of archaeological potential for the historic city of Dublin, DU018-020. The Corporation For Preserving And Improving The Port Of Dublin, subsequently known as the Ballast Office, was established in 1707. A committee of directors was appointed by the city council and was responsible for the management, maintenance and development of the port, the quay walls and the bridge structures of the Liffey. Work started in the North Wall area in 1710, but as the quay on the north side was being erected, Alderman Sir John Rogerson was building a quay on the southern bank of the Liffey. Rogerson, a former Lord Mayor (1693) and MP, secured a fee farm grant of 133 acres of the South Strand in 1713 and commenced reclamation, beginning at Creighton Street (between Hanover Street and City Quay) and extending to Ringsend. The wall and quay were built quickly, and, by 1729, the river was embanked almost to Ringsend. Building progress was slow, however, possibly due to the doubtful commercial value of the land behind the quay. The land was a polder, and it is recorded that as late as 1792, when the wall had been breached by severe storm floods, the duke of Leinster sailed through the breach and disembarked near Merrion Square.</p> <p>The quay walls consist of ashlar granite walls with cast-iron mooring rings at intervals with stone cobbling to the south quayside. Traces of tramlines have been incorporated within the cobblestones. The quay remains an attractive element of the riverscape and a reminder of Dublin's historic maritime past. It is therefore possible that associated features or earlier quay walls survive beneath the current road and quay surface within the extent of the Proposed Scheme and have the potential to be affected by any ground-breaking or intervention works.</p> <p>The quays and quay walls have a medium sensitivity value, and the magnitude of impact is medium resulting in a moderate impact.</p>
<b>Sources</b>	NMS 2020, Dublin City Industrial Heritage Record, De Courcy 1996.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	There is no specific mitigation required for the City quay wall. Archaeological monitoring will take place within the redline line boundary.
<b>Approx. distance</b>	The quay and quay wall is located outside the red line boundary, immediately to the north of the Proposed Project.



<b>Identification No.</b>	DCIHR 18-11-152
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Custom House Quay
<b>Site Type</b>	Goods Shed (site of)
<b>ITM</b>	716518 734514 (centre point)
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1910 and 1940, 25 inch). The site is now located below the famine memorial.
<b>Sources</b>	OSI 2020.
<b>Impact</b>	No impact is anticipated as the site is now occupied by the famine memorial (NIAH 50010022).
<b>Proposed mitigation</b>	No mitigation required
<b>Approx. distance</b>	Within the Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	DCIHR 18-12-006
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Custom House Quay
<b>Site Type</b>	Goods Shed (site of)
<b>ITM</b>	716721 734508 (centre point)
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1910 and 1940, 25 inch). The site now forms part of a Marketing Centre.




<b>Sources</b>	 <p>OSI 2020.</p>
<b>Impact</b>	Not part of this scheme therefore there is no impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Outside Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	CBC0016AH004
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Custom House Quay
<b>Site Type</b>	Area of Archaeological Potential (Quay Wall DU018-020564).
<b>ITM</b>	716730 734492 (centre point) of proposed works along the quay
<b>Description</b>	<p>A pedestrian boardwalk is proposed for this area of the quay side. These works will impact on the quay wall (DU018-020564-) and works have been designed to minimise impact. The majority of work is planned to take place on the quay side while 3 no. piles (steel tube mono river pile, vibratory driven) will be required in the River Liffey to ensure the structural stability of the boardwalk. The depth of the piles are anticipated to be in the region of 15m. As such there will be a spreading beam with a grout or pad separator above the capping stones supporting the boardwalk. There will be no impact on the capping stones themselves. The boardwalk will be tied back into the adjacent building. The boardwalk will be 6m wide, narrowing to 4.25m at the eastern end over the proposed monopiles in the river. The structure is to be made from steel.</p> <p>An archaeological dive survey (ADCO, 2021, Dive Licence 21D0050 and Detection Device 21R0110) and inspection of the quay wall has taken place to inform the design detail of this proposed intervention. The dive survey resulted in nothing of an archaeological significance being revealed, however deep deposits of silty clay forming a surface layer of the riverbed alongside the quay walls was encountered. This deposit obscures both the quay's foundation elements and any underlying deposits that are likely to retain material of archaeological interest. The impact to the quay wall will be localised resulting in a medium magnitude of impact and the significance of impact is medium providing an overall Moderate impact.</p>
<b>Sources</b>	OSI 2020. Site survey. Dive Survey (ADCO 2021). Dublin City Industrial Heritage Record (DCIHR 2008)
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	All intervention works will be archaeologically monitored and recorded.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	N/A

<b>Identification No.</b>	CBC0016AH006
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Spencer Dock and Mayor Street
<b>Site Type</b>	Area of Archaeological Potential
<b>ITM</b>	717295 734630 (centre point)
<b>Description</b>	<p>Archaeological monitoring during the Luas works in 2008 revealed post-medieval foundation remains of structures depicted on the revised OS mapping dating to the 19<sup>th</sup> century. The proposed works will take place in the environs of the Midland Great Western Railway (North Wall Extension) (site of) (DCIHR 18-12-069) as shown on the 1864, 1910 and 1940 OS mapping editions. For the proposed upgrade of the junction at Mayor Street Upper and the Convention Centre the potential to encounter subsurface post medieval and industrial heritage remains will be localised and dependant on the extent of ground reducing works. It is anticipated that the archaeological potential has a low sensitivity value,</p>

	and the magnitude of impact is considered to be low. The potential impact of the Construction Phase will be Negative, Slight and Permanent.
<b>Sources</b>	OSI2020. Archaeological excavations Licence Ref. 07E0167 (Appendix A15.1 Previous Archaeological Investigations in the Vicinity of the Proposed Scheme). Dublin City Industrial Heritage Record (DCIHR 2008).
<b>Impact</b>	Negative, Slight, Permanent.
<b>Proposed mitigation</b>	All intervention works will be archaeologically monitored and recorded.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	N/A

<b>Identification No.</b>	DCIHR 18-12-058
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Wooden Wharf (site of)
<b>ITM</b>	716930 734483 (centre point) of proposed works along the quay
<b>Description</b>	Shown as a wooden wharf on the OS 6-inch map of 1847 and 1864. A pedestrian boardwalk is proposed for this area of the quay side. It is anticipated that the boardwalk will be 58.33m in length and 7.10m wide with a footpath surface overhanging the quay wall for a distance of 3.2m. The existing railing will be removed, and the finished wooden surface will be placed over the existing quay. 10 anchors will be attached to the existing quay wall underneath the proposed structure. A steel beam will pass through the coping stone and a concrete counterweight and pile cap will be placed to the north of the coping stone and quay. These works will have a localised impact on the quay wall (DU018-020564-) (as discussed above) and works have been designed to minimise impact. This non-designated archaeological site has a low sensitivity value, and the magnitude of impact is considered to be negligible. Therefore, the potential impact of the Construction Phase will be Negative, Not Significant and Permanent.
<b>Sources</b>	OSI 2020. Site survey. Dublin City Industrial Heritage Record (DCIHR 2008)
<b>Impact</b>	Negative, Not Significant, Permanent.
<b>Proposed mitigation</b>	All intervention works will be archaeologically monitored and recorded.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	 <p><i>North wall Quay where the pedestrian boardwalk is proposed, looking west</i></p>


<b>Identification No.</b>	DCIHR 18 12 011
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Goods Shed (site of)

<b>ITM</b>	716990 734483
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1910 and 1940, 25 inch). This site has been previously removed and there is no impact to it. Potential for a negative, slight, permanent impact to reveal below ground foundations associated with the shed if excavation works are to take place in this area. This non-designated site has a low sensitivity value as it has been previously removed and the magnitude of impact is considered to be low. Therefore, the potential impact on DCHR 18-12-011, which is located within the Proposed Scheme is Negative, Slight, Permanent.
<b>Sources</b>	OSI 2020. Site survey. Dublin City Industrial Heritage Record (DCIHR 2008)
<b>Impact</b>	Negative, Slight, Permanent
<b>Proposed mitigation</b>	Archaeological Monitoring will take place along the quays during the course of the proposed works as the area is located within the zone of archaeological potential for the historic city of Dublin (DU018-020) and the quays are a recorded monument (DU018-020564).
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	N/A

<b>Identification No.</b>	DCIHR 18 12 073
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Goods Shed (site of)
<b>ITM</b>	717353 734453
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1910 and 1940, 25 inch). This non-designated site has a low sensitivity value as it has been previously removed and the magnitude of impact is considered to be low. Therefore, the potential impact on DCHR 18-12-073, which is located within the Proposed Scheme is Negative, Slight, Permanent.
<b>Sources</b>	NIAH 2020; OSI 2020. Site survey. Dublin City Industrial Heritage Record (DCIHR 2008)
<b>Impact</b>	Negative, Slight, Permanent
<b>Proposed mitigation</b>	Archaeological Monitoring will take place along the quays during the course of the proposed works as the area is located within the zone of archaeological potential for the historic city of Dublin (DU018-020) and the quays are a recorded monument (DU018-020564).
<b>Approx. distance</b>	Located at the boundary for the Proposed Scheme.
<b>Photography</b>	N/A


<b>Identification No.</b>	DCIHR 18 12 076
<b>Legal Status</b>	None
<b>Townland/ Street Address</b>	North Wall Quay
<b>Site Type</b>	Goods Shed (site of)
<b>ITM</b>	717617 734427
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1940, 25 inch). This site has been previously removed and there is no impact to it. No impact anticipated.
<b>Sources</b>	OSI 2020, Site survey, Dublin City Industrial Heritage Record (DCIHR 2008).
<b>Impact</b>	Located immediately to the south of the boundary for the Proposed Project. No impact.
<b>Proposed mitigation</b>	No mitigation is required for this feature. Archaeological Monitoring will take place along the quays during the course of the proposed works as the area is located within the zone of archaeological potential for the historic city of Dublin (DU018-020) and the quays are a recorded monument (DU018-020564).
<b>Approx. distance</b>	Located immediately south of the red line boundary for the Proposed Scheme
<b>Photography</b>	N/A

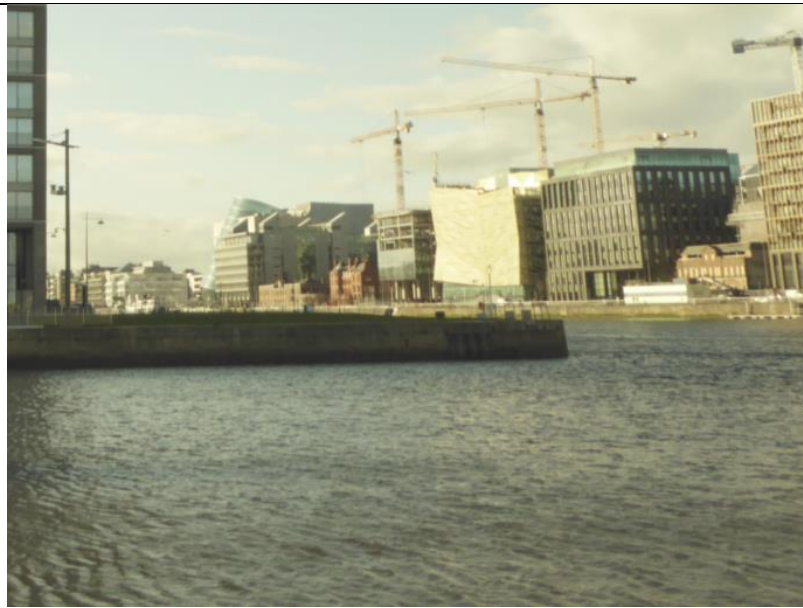
<b>Identification No.</b>	RMP DU018-020201
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Sir John Rogerson's Quay

<b>Site Type</b>	Quay and Quay Wall
<b>ITM</b>	717208 734319
<b>Description</b>	As above RMP DU018-020479. There has been extensive development in this area from the 18th century onwards, however, despite modern disturbances, ground breaking works have the potential to reveal features associated with the historic development of the quay. This recorded monument has a medium sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact of the construction phase to Sir John Rogerson's Quay will be Negative, Moderate and Permanent.
<b>Sources</b>	NMS 2020, De Courcy 1996.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring including full recording prior to and during any intervention works taking place will be required.
<b>Approx. distance</b>	Within Proposed Scheme.
<b>Photography</b>	 <p><i>View of Sir John Rogerson's Quay taken from the east</i></p>

<b>Identification No.</b>	DU018-020
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Custom House Quay, North Wall Quay, City Quay, Sir John Rogerson's Quay and part of Britain Quay
<b>Site Type</b>	Area of Archaeological Potential for the Historic City of Dublin
<b>ITM</b>	716466 734531 (Custom House Quay) – 718042 734403 (North Wall Quay) and 716410 734441 (City Quay) – 717838 734252 (Sir John Rogerson's Quay)
<b>Description</b>	This is the zone of archaeological potential for the historic city of Dublin, DU018-020. Within this zone there are a number of recorded monuments. Within this zone, there is considerable potential reveal archaeological artefacts, features or deposits that may survive sub-surface within the Proposed Scheme. This zone extends along the north and south quays and includes Custom House Quay, North Wall Quay, City Quay, Sir John Rogerson's Quay and part of Britain Quay where major reclamation works took place from the 18 <sup>th</sup> century onwards.. Within the ZAP for the Historic City of Dublin, the magnitude of the impact is medium, and the significance of the impact is medium resulting in a moderate impact. Ground-breaking works with the ZAP will result in a negative, moderate, permanent impact on potential below ground remains that may survive.
<b>Sources</b>	NMS 2020
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring will take place during the course of all earthmoving and excavation works including site investigation works.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	n/a



<b>Identification No.</b>	CBC0016AH001 Located partly within the zone of archaeological potential for RMP DU018-020201 (Sir John Rogerson's Quay) and within the zone of archaeological potential for the historic city of Dublin (DU018-020)
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Britain Quay and Sir John Rogerson's Quay
<b>Site Type</b>	Quay and Quay Wall
<b>ITM</b>	717835 734255
<b>Description</b>	<p>The quay is formed by coursed ashlar masonry blocks and a recess to accommodate a mooring hoop (no longer in-situ) is located c.1.5m from the northern limit of Britain Quay.</p> <p>A set of Larson (clutch) piles have been inserted a short distance downstream of this feature. These piles are flush with the quay wall at the high-water mark and stepped out by 300mm at the riverbed level.</p> <p>Two large granite mooring bollards are set into the top of Sir John Rogerson's Quay, immediately before it joins Britain Quay.</p> <p>The quays and quay walls have a medium sensitivity value, and the magnitude of impact is medium resulting in a moderate impact. Ground-breaking works in proximity to these recorded monuments will result in a negative, moderate, permanent impact on Britain Quay and potential below ground remains that may survive. It is considered to be moderate in scale due to the relatively small area that will be affected by the Proposed Scheme. The footprint of the proposed bridge landing is contained within the late 19<sup>th</sup> century extension to Britain Quay and located behind the quay wall and as such no impact is anticipated to Sir Rogerson's Quay (DU018-020201) and stone mooring bollards.</p>
<b>Sources</b>	NMS 2020, De Courcy 1996.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	In order to create a record of the features on Britain Quay, a photogrammetry survey will take place prior to the commencement of the Proposed Scheme. Archaeological monitoring will take place during the course of all earthmoving and excavation works including site investigation works within the riverbed and on the quayside.
<b>Approx. distance</b>	Within Proposed Scheme.
<b>Photography</b>	 <p><i>View of Britain Quay looking to the northwest</i></p>



*View from the east towards Britain Quay*



*On Britain Quay looking west*

<b>Identification No.</b>	CBC0016AH002 Located partly within the zone of archaeological potential for RMP DU018-066 (continuation of RMP DU019-029--2-) (sea wall)
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Unnamed Quay - Thorncastle Street / York Road
<b>Site Type</b>	Historic Quay – Quay and Quay Wall
<b>ITM</b>	717921 734198
<b>Description</b>	<p>The quay walls consist of ashlar granite walls with cast-iron mooring rings and granite steps with granite capping stones and mooring stones and railings on the quay side.</p> <p>The unnamed quay is partially located within the zone of archaeological potential that surrounds the South Sea Wall.</p> <p>The quay edge is formed by coursed blocks of ashlar masonry. It is probable that the rock armour and green area of reclaimed ground obscures the remains of a quay wall that would have formerly defined the edge of the river in this area.</p> <p>A large oval mooring ring is visible in the quay wall and a wooden ladder with iron rungs has been retro-fitted to the quayside. A set of masonry steps are located at the eastern end of the exposed quay</p>

	<p>wall, which descend to the low tide mark. To the east of these features, another oval iron mooring ring is located within the wall, which is heavily weathered and adjacent to two modern outfalls.</p> <p>Within the ZAP for the for the Sea Wall, the magnitude of the impact on the unnamed quay is medium and the significance of the impact is medium resulting in a moderate impact. Ground-breaking works associated with the proposed Dodder Public Transportation Opening Bridge (DPTOB) in this area will result in a negative, moderate, permanent impact on the unnamed quay and potential below ground remains that may survive as a result of the reclamation process. The quay wall will be retained but 15m of it will be lost from view as a result of the proposed design. The footprint of the proposed bridge is to be contained within the reclamation soils to the east.</p> <p>In order to facilitate the development of the DPTOB an area to the west of the Tom Clarke Bridge and north of Thorncastle Street will be reclaimed. Piles for the reclaimed land will be bored, cast-in place and socketed into bedrock. The reclaimed land edges will be retained by permanent embedded sheet pile retaining walls. The sheet pile toes will be at bedrock level.</p> <p>The River Dodder as an area of archaeological potential has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, potential impact of the Construction Phase will be Negative, Moderate and Permanent.</p>
<b>Sources</b>	NMS 2020 and site inspection
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	<p>In order to create a record of the features on the unnamed quay, a photogrammetry survey will take place prior to the commencement of the Proposed Scheme and the proposed reclamation of the area. Archaeological monitoring will take place during the course of all earthmoving and excavation works including site investigation works within the riverbed and on the quayside and in the reclamation area.</p>
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	 <p><i>Looking west from York Road to Britain Quay</i></p>





*Look east at the stone quay showing the railings, wooden ladder and mooring stone*



*Historic stone quay facing southeast showing masonry steps and wooden ladder*



*Historic stone quay: Mooring Ring and modern outfalls facing south*

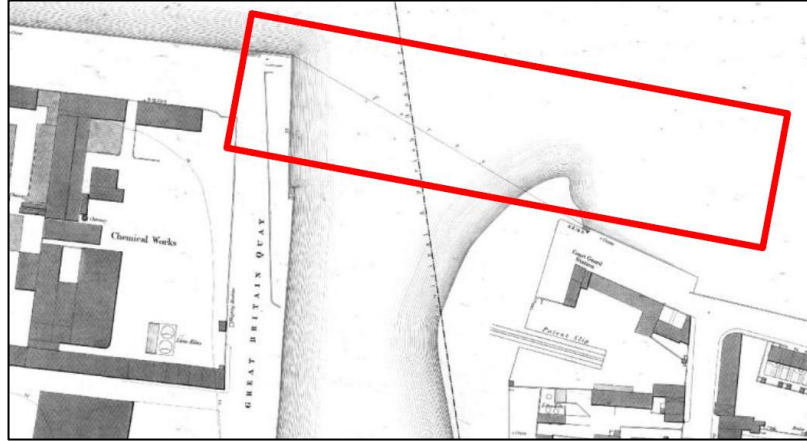


*Rock armour and reclaimed land facing east taken from Britain Quay*

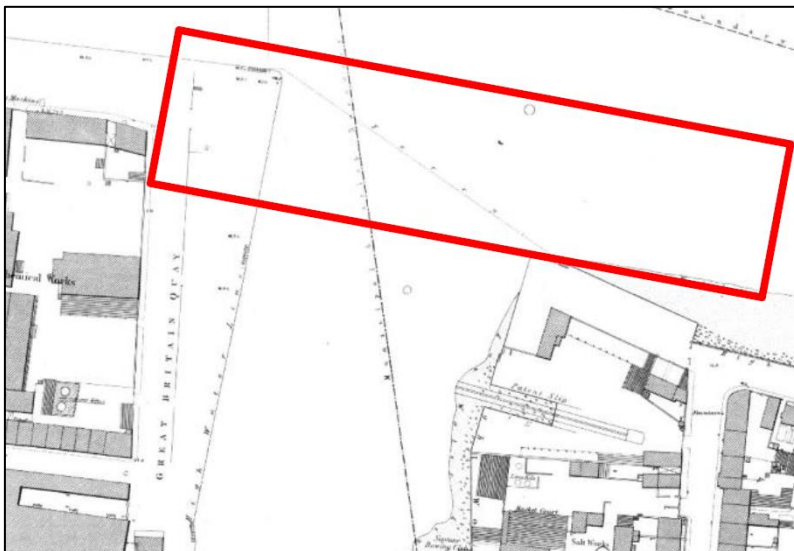
<b>Identification No.</b>	CBC0016AH003
<b>Legal Status</b>	N/A
<b>Townland / Street Address</b>	River Dodder: Area of Archaeological Potential
<b>Site Type</b>	River
<b>ITM</b>	717883 734240
<b>Description</b>	<p>There is a potential for underwater archaeological remains to be revealed as a result of the proposed bridge works. As a result, a full underwater archaeological assessment took place (ADCO 2019). No archaeological material, structures or deposits were encountered as part of the underwater or intertidal surveys. However, given that deep deposits of silty-clay have been observed forming the riverbed across these areas, within which frequent modern debris is present at depth, it is likely that any potential archaeological material present is limited to deeper/ older layers, located at greater than 2m in depth below the existing riverbed surface.</p> <p>Works within the river have the potential to have a negative, moderate and permanent impact on previously unrecorded archaeological features, deposits or artefacts which survive within the estuarine silts of the riverbed or the more recent reclamation deposits. This would be caused by excavation and</p>

removal of materials to facilitate the construction of bridge piers, reclamation of land for the eastern landing point and any related services beneath the modern overburden.

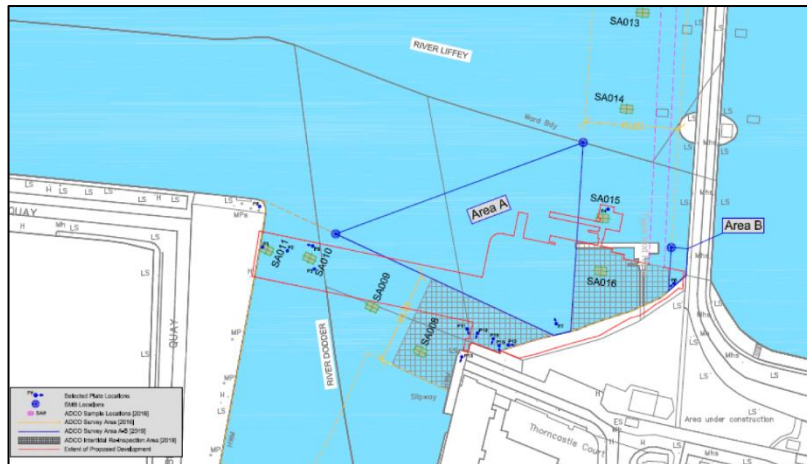
The quays and quay walls have a medium sensitivity value, and the magnitude of impact is medium resulting in a moderate impact. Ground works in proximity to these quay walls will result in a negative, moderate, permanent impact on these features.



Extract from OS five-foot plan (1864) showing the location of the proposed bridge

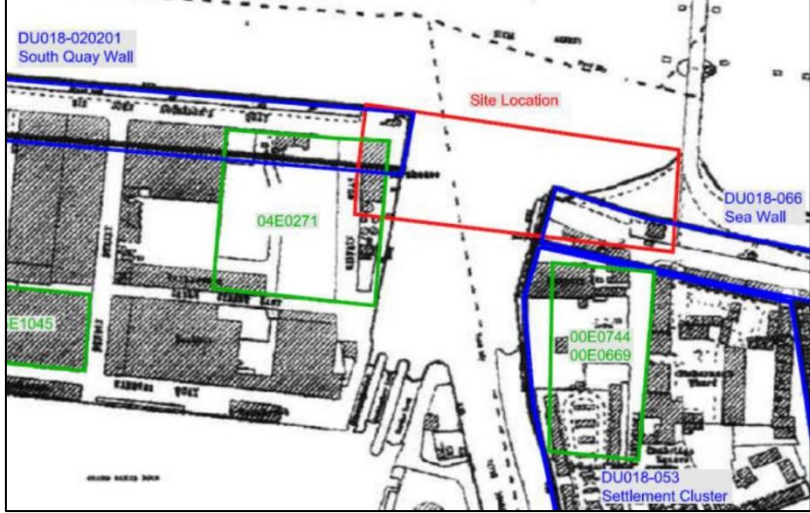



Extract from Revised OS five-foot plan (1886) showing the location of the proposed bridge



Extract from the underwater assessment showing survey areas (ADCO 2019)



	 <p>Proposed bridge location with recorded monuments (blue) and archaeological investigations (green)</p>
<b>Sources</b>	NMS 2020, De Courcy 1996.
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring will take place for all works within the riverbed, on the quayside and in the reclamation area. Full provision will be made for the resolution of any features and deposits that are revealed as a result of the work. All resolution measures will be agreed with the NMS and the Dublin City Archaeologist.
<b>Approx. distance</b>	Within Proposed Scheme.
<b>Photography</b>	 <p>View to proposed location for the Dodder Transportation Bridge looking north</p>

### 1.2.2 Tom Clarke East Link Bridge to Sean Moore Road

<b>Identification No.</b>	RMP DU018-053
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Dublin South City
<b>Site Type</b>	Settlement Cluster - Ringsend
<b>ITM</b>	718006 734002
<b>Description</b>	Ringsend takes its name from its location on the dry spit of land formed by the easternmost channel of the Dodder delta at its confluence with the Liffey, today known as 'An Rinn', the point. Ringsend was primarily a fishing community utilising the shallow waters of the bay for shell fishing. At the beginning of the 20th century, landfilling was in progress, and the shoreline was eventually pushed out by 1.5km east of Thorncastle Street, with the village of Ringsend developing as a suburb of Dublin.

	<p>A small fort to guard Dublin Harbour is shown on two contemporary maps; a map of Dublin by Phillips dating to approx. 1685 (as it shows the Royal Hospital Kilmainham and the chart of Dublin Bay by Captain Greenville Collins which would have been surveyed after 1681). The Greenville Collins chart shows a square bastioned fort at the end of the Peninsula at Ringsend. Phillip's map shows the same structure with a more irregular outline and similar dimensions to the typical Cromwellian period fort with which it may well be contemporary.</p> <p>Streets proposed for quiet street treatment along Pembroke Cottages and Cambridge Park roads are adjacent to the zone of archaeological potential for Ringsend. Proposals also include an improved cycle track within Irishtown Park and as such there is a potential albeit slight given the nature of the reclamation lands and type of development for an impact on subsurface remains. The historic settlement of Ringsend (RMP DU018-053) has a medium sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase on the ZAP for the historic settlement will be Negative, Slight and Permanent.</p>
<b>Sources</b>	NMS 2020.
<b>Impact</b>	Negative, Slight, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring will take place for any ground-breaking works within the zone of archaeological potential for Ringsend.
<b>Approx. distance</b>	Within the Proposed Scheme
<b>Photography</b>	 <p style="text-align: center;"><i>Irishtown Park view to the proposed cycle track looking south east</i></p>

<b>Identification No.</b>	RMP DU018-054-
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	Irishtown (Dublin By.)
<b>Site Type</b>	Settlement Cluster - Irishtown
<b>ITM</b>	718408 733556
<b>Description</b>	<p>The recorded settlement of Irishtown (RMP DU018-054) includes a church and graveyard and a number of possible dwellings. According to De Courcy (1996), there was human habitation on the peninsula of Ringsend and Irishtown from at least the 9th or 10th centuries. A separately named settlement of 'Irishtown' may have originated during the political turmoil of the mid-15th century, when the Corporation ordered the expulsion of all 'men and women of Irish blood' from within the city gates (Bennett 1991). Alternatively, it may have arisen following the Reformation a century later, as elsewhere in Ireland (De Courcy 1996). The first documentary reference is in the census of 1659, which recorded 59 English and 21 Irish living in Ringsend, and 23 English and 75 Irish living in Irishtown (Ibid.).</p> <p>Both the royal chapel of St Matthew at Irishtown (built by the corporation in 1704-06; tower by Richard Mills, 1713) and little St Georges, Temple Street have calc-rubble towers of quasi-gothic type. St Matthews was rebuilt in 1878-9, and St Georges demolished in 1894 but the towers of both survive. In St Matthews one can see perhaps the last authentic persistence of the Irish Gothic tradition of stepped battlements. Joyce (1912) notes that 'The most conspicuous object in this neighbourhood is the belfry tower of St Matthew's Church which is still in good preservation and is thickly mantled with ivy'.</p> <p>The historic settlement of Irishtown (RMP DU018-054) has a medium sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase on the ZAP for the historic settlement will be Negative, Slight and Permanent</p>



<b>Sources</b>	NMS 2020, De Courcy 1996, Bennett 1991, Joyce 1912
<b>Impact</b>	Negative, Slight, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring will take place within the zone of archaeological potential.
<b>Approx. distance</b>	Within Proposed Scheme.
<b>Photography</b>	N/A

<b>Identification No.</b>	RMP DU018-066 (continuation of RMP DU019-029--2-)
<b>Legal Status</b>	Recorded Monument (RMP)
<b>Townland / Street Address</b>	York Road, R131 and Pigeon House Road
<b>Site Type</b>	Building (site of), Sea Wall
<b>ITM</b>	718505 734063

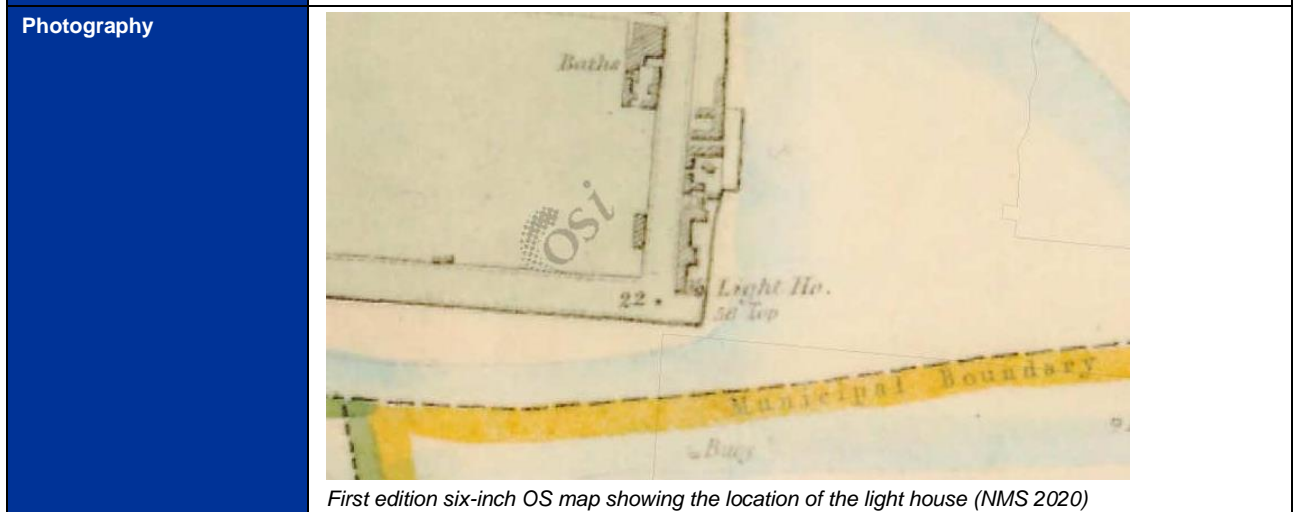
<b>Description</b>	<p>The South Wall arose from the necessity and the belief of the directors of the Ballast Office in 1715 that <i>'it is the opinion of merchants and other skilful men that the south side of the channel, below Ringsend, be piled, which will raise the south bank so high that in time it will be a great shelter for shipping which lye in the harbour'</i>. The early construction of the piling technique seemed to consist of three rows of piles braced together and sheeted along the two other rows with woven wattle hurdles to form a 10 foot wide casing. This was then filled with shingle and stones averaging c. 1.5m high. The line of the stone south wall appears to be located beside the piles to the north.</p> <p>In 1759 the Ballast Office wall, a double stone wall was constructed at Ringsend. The two walls varied from 11m to 14m apart and the space between was filled with sand. The North and South Walls were formed by the dumping of basket-loads of stones from small sailing boats; these were strengthened by piles and the walls were complete by the mid-eighteenth century; construction of the Poolbeg Lighthouse commenced in 1762 (Craig 1982). The surrounding area was partially reclaimed from that time but was subject to occasional flooding and after one episode in 1792, the city could only be reached by boat across the south lots (now South Lotts Road). Pigeon House Road is named after the wooden house of John Pigeon, one of the South Wall workers, which was a store for building materials. Pigeon also ran boat-trips around Dublin Bay for English visitors staying at the hotel and built between 1793 and 1795 (Bennett 1991).</p> <p>The RMP site has a medium sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase on this recorded monument will be Negative, Slight and Permanent.</p>
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<b>Sources</b>	NMS 2020, UCD 2020, OSI 2020, De Courcy 1996, Bennett 1991, Craig 1982
<b>Impact</b>	Negative, Slight, Permanent
<b>Proposed mitigation</b>	Archaeological Monitoring will take place throughout the during of the enabling and construction works for the proposed scheme. Where a break is required in the wall (at the junction of Pembroke Cottages and York Road) to facilitate access of a cycle track and pedestrian footpath this will be fully recorded and assessed by an archaeologist.
<b>Approx. distance</b>	Within Proposed Scheme

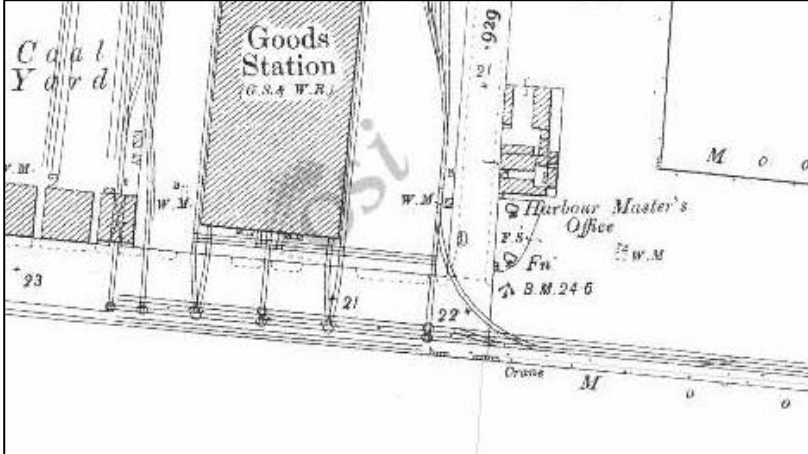
<b>Photography</b>	 <p><i>Line of South Wall Irishtown looking East</i></p>
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<b>Identification No.</b>	DCIHR 18 12 092 and 093
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Light House (site of)
<b>ITM</b>	718060 734414
<b>Description</b>	This site is no longer standing and could not be identified during the field inspection, there are no above ground visible remains of the site.
<b>Sources</b>	Dublin City Industrial Heritage Record
<b>Impact</b>	No impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Located 50m to the east of the redline boundary of the Proposed Scheme.



<b>Identification No.</b>	DCIHR 18 12 082
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	North Wall Quay
<b>Site Type</b>	Harbour Master's Office (site of)

<b>ITM</b>	718059 734450
<b>Description</b>	This site is no longer standing and could not be identified during the field inspection, there are no above ground visible remains of the site.
<b>Sources</b>	Dublin City Industrial Heritage Record
<b>Impact</b>	No impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Located 50m to the east of the redline boundary of the Proposed Scheme.
<b>Photography</b>	 <p>Revised edition twenty five-inch OS map showing the location of the Harbour Master's Office OSI (2020)</p>

## 2. Cultural Heritage (CH) Sites

### 2.1 Introduction

The following is an inventory of cultural heritage (CH) sites identified during the course of this assessment, with the entries arranged from east to west as they occur along the Proposed Scheme.

The locations of the CH sites are represented on the accompanying mapping (Figure 15.1, Volume 3 of this EIAR) and labelled using the Proposed Scheme name (CBC0016) followed by the CH identification number (e.g. CBC0016CH001, CBC0016CH002, etc.). If a feature has a pre-existing data set with an ID assigned by the provider, such as RMP, NIAH or DCIHR, the existing ID is used.

Unless stated otherwise in the entry, ITM locations are given for the centre point of each cultural heritage site.

Where a cultural heritage site is located immediately adjacent to the Proposed Scheme, but outside of it, a distance of 0m is given.

Upstanding industrial heritage sites, historic street furniture and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage) and uses the same labelling convention as described above (e.g. CBC0011CH001, CBC0011CH002 etc.).

### 2.2 Inventory of Sites

#### 2.2.1 Talbot Memorial Bridge to Tom Clarke East Link Bridge

<b>Identification No.</b>	NIAH Ref. 50010002
<b>Legal Status</b>	None
<b>Reference No.</b>	DCIHR 18-11-152 and
<b>Townland / Street Address</b>	Custom House Quay
<b>Site Type</b>	Famine Memorial, former location of a goods shed (centre point)
<b>ITM</b>	716518 734514
<b>Description</b>	A goods shed is shown in this location on the historic OS mapping (1910 and 1940, 25 inch). It is now the location of a famine memorial, designed and sculptured by Rowan Gillespie and erected in 1997. Group of six bronze statues form a haunting commemoration of the people of the famine and the final walk they took to the ferry port. The memorial is located within the Proposed Scheme, and it is proposed that it is retained in situ. As a result, there will be a temporary impact as the memorial will have to be protected and 'made safe' during the construction stage. The memorial has a medium sensitivity value, and the magnitude of the impact is low. Works in proximity to the memorial will have a Negative, Slight, Temporary impact.
<b>Sources</b>	National Inventory Architectural Heritage, OSI 2020, Site survey. Dublin City Industrial Heritage Record (DCIHR 2008).
<b>Impact</b>	Negative, Slight, Temporary
<b>Proposed mitigation</b>	Preventative protection measures such as the erection of hoarding and signage or removal under the direction of the statutory authorities will protect the memorial during the construction stage of the project. A method statement shall be prepared in relation to the protection works, be it fencing, hoarding or temporary removal and reinstatement (in its original position or as close to it as possible) once the works are complete.
<b>Approx. distance</b>	Within Proposed Scheme





<b>Identification No.</b>	CBC0016CH009
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	City Quay
<b>Site Type</b>	Statue
<b>ITM</b>	716430 734444
<b>Description</b>	Statue of Matt Talbot 1856-1925 by James Power. Presented to Citizens of Dublin by the Dublin Matt Talbot Committee for the Millennium Year 1933. The statue has a low sensitivity value, and the magnitude of the impact is low. Works in proximity to the statue will have a Negative, Slight, Temporary impact.
<b>Sources</b>	OSI 2020, Site survey.
<b>Impact</b>	Negative, Slight, Temporary
<b>Proposed mitigation</b>	Preventative protection measures such as the erection of hoarding and signage or removal under the direction of the statutory authorities will protect the statue during the construction stage of the project. A method statement shall be prepared in relation to the protection works, be it fencing, hoarding or temporary removal and reinstatement (in its original position or as close to it as possible) once the works are complete.
<b>Approx. distance</b>	Outside the Proposed Scheme.
<b>Photography</b>	




*Statue of Matt Talbot, looking north east*

<b>Identification No.</b>	CBC0016CH010
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	City Quay
<b>Site Type</b>	Statue
<b>ITM</b>	716577 734416
<b>Description</b>	Bronze statue known as 'The Linesman' located on City Quay directly opposite from George's Dock. It was unveiled in 2000 and commemorates the tradition of docking and heralds a new time on the quayside along the River Liffey.
<b>Sources</b>	Site survey
<b>Impact</b>	No impact.
<b>Proposed mitigation</b>	None required.
<b>Approx. distance</b>	Located 10m to the north of the redline boundary for the Proposed Scheme.

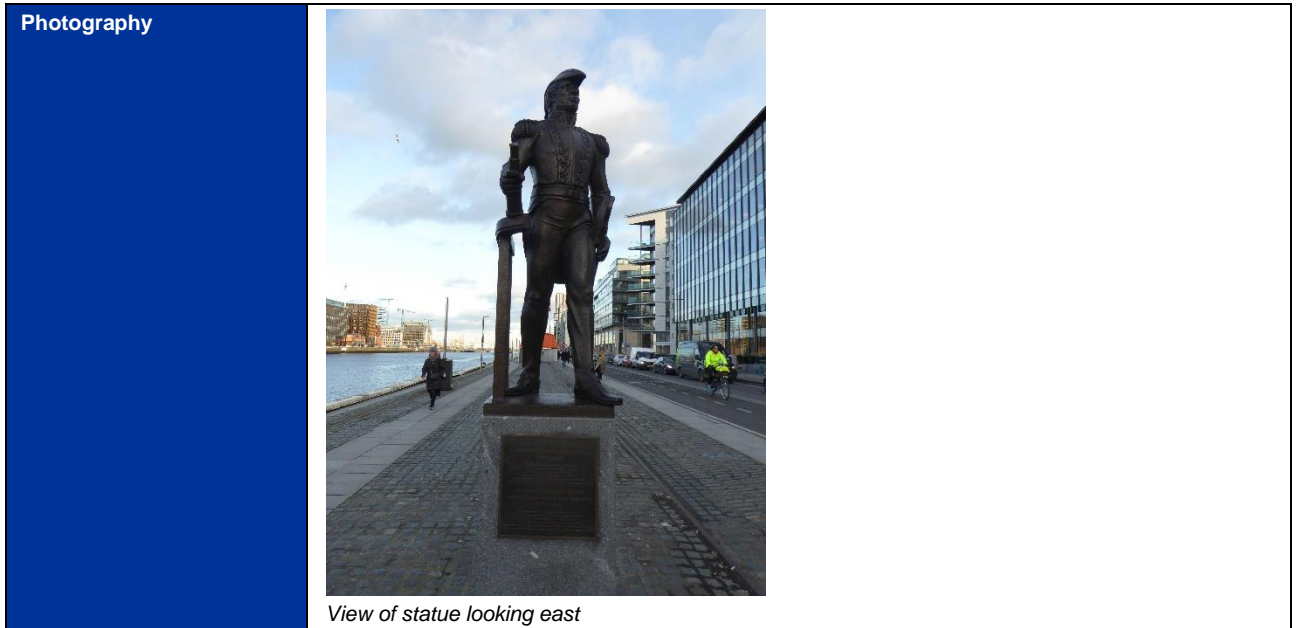


*View to sculpture looking north*

<b>Identification No.</b>	CBC0016CH011
<b>Legal Status</b>	None
<b>Reference No.</b>	None

<b>Townland / Street Address</b>	City Quay
<b>Site Type</b>	Memorial
<b>ITM</b>	716638 734378
<b>Description</b>	Memorial in honour of the seamen lost while serving on Irish merchant ships 1939-1945.
<b>Sources</b>	Site Survey.
<b>Impact</b>	No impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Located immediately south (4.6m) to the south of the boundary for the Proposed Scheme.
<b>Photography</b>	 <p><i>Memorial in honour of the lost seamen, City Quay looking south</i></p>

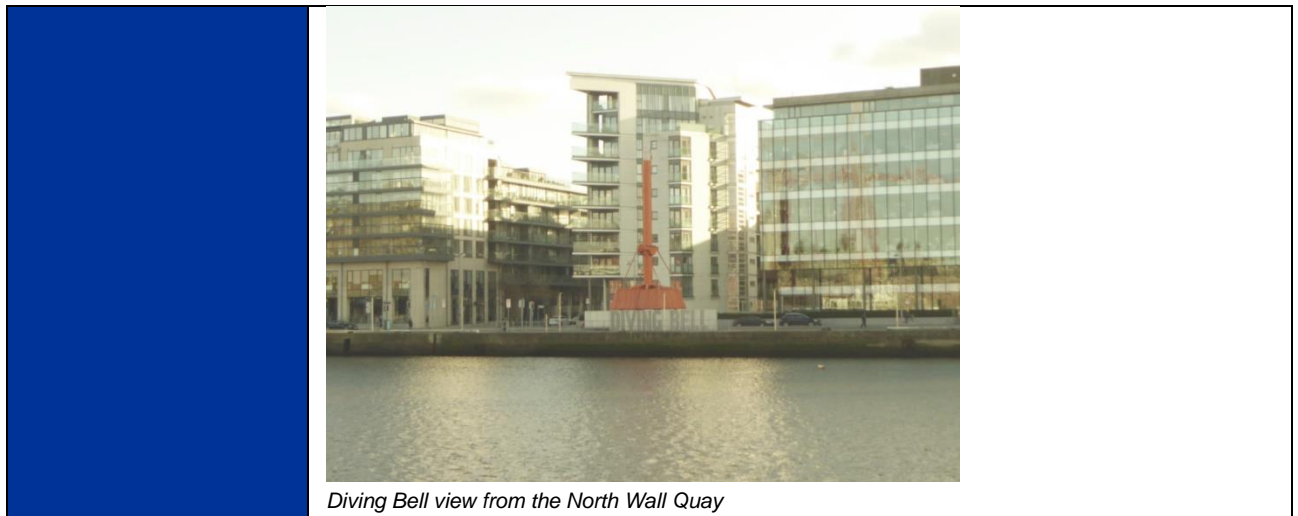
<b>Identification No.</b>	CBC0016CH012
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	Sir John Rogerson's Quay
<b>Site Type</b>	Statue
<b>ITM</b>	717170 734334
<b>Description</b>	Bronze statue of Admiral William Brown 1777-1857. Brown was born in Foxford, County Mayo and was the founder and commander of the Argentine Navy. The statue was relocated to this location in August 2012. The statue has a low sensitivity value, and the magnitude of the impact is low. Works in proximity to the statue will have a Negative, Slight, Temporary impact.
<b>Sources</b>	Site survey.
<b>Impact</b>	Negative, Slight, Temporary
<b>Proposed mitigation</b>	Preventative protection measures such as the erection of hoarding and signage or removal under the direction of the statutory authorities will protect the statue during the construction stage of the project. A method statement shall be prepared in relation to the protection works, be it fencing, hoarding or temporary removal and reinstatement (in its original position or as close to it as possible) once the works are complete.
<b>Approx. distance</b>	Within the red line boundary of the Proposed Scheme.



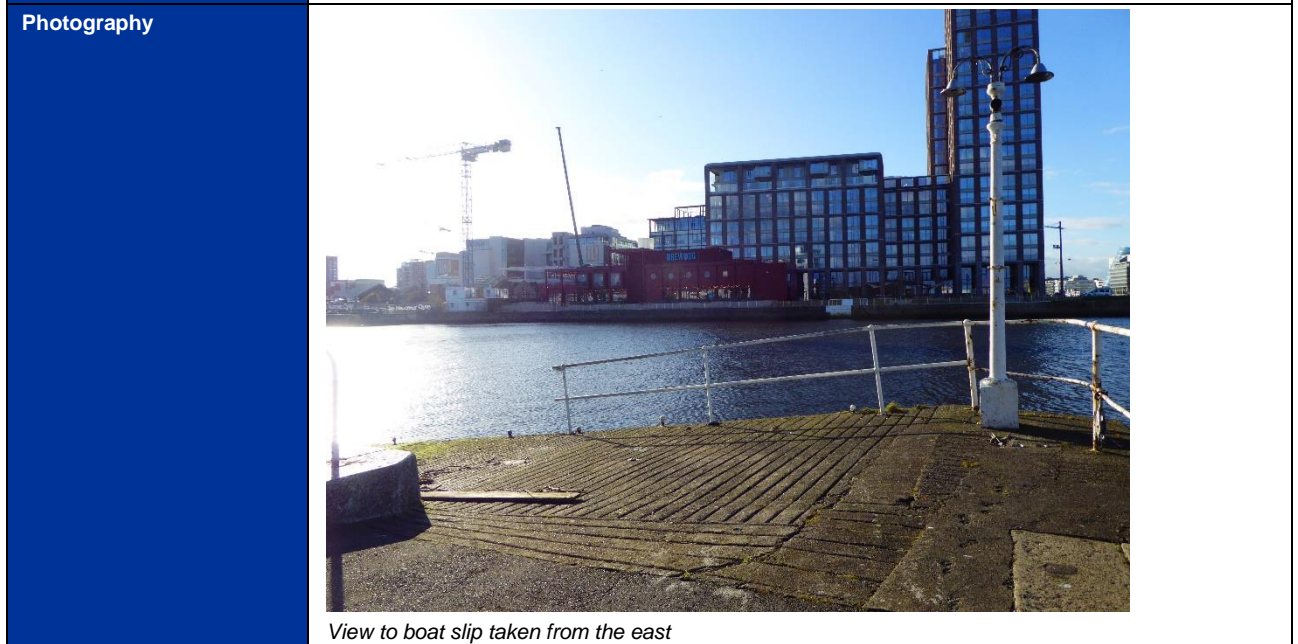
<b>Identification No.</b>	NIAH Reg No 50020468
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Sir John Rogerson's Quay
<b>Site Type</b>	Diving Bell
<b>ITM</b>	717289 734318
<b>Description</b>	Cast-iron and riveted plate-iron diving bell, fabricated c. 1870, with chamber 23 square by 6.5 feet high, accessed by a vertical shaft with iron rungs, incorporating an air lock. This structure is mounted on a modern display sub-structure. The diving bell was used for the construction of the deep-sea quay walls and was transported on a floating platform from which it was lowered into position. The bell designed by Bindon Blood Stoney was used from 1872 until the 1950's.
<b>Sources</b>	Site Survey and NIAH
<b>Impact</b>	No impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Outside Proposed Scheme







<b>Identification No.</b>	DCIHR 18-12-118
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	York Road
<b>Site Type</b>	Slip way
<b>ITM</b>	717921 734196
<b>Description</b>	Concrete boat slip c.1920-30, with iron posts and railings and concrete mooring blocks. Cast iron lamppost to the northwest corner. A limestone masonry quay borders to the east. This early 20th boat slip retains some original features and is an important surviving example of maritime heritage. Located to the south of the Dodder Public Transport Bridge and the associated proposed working construction area. There is no anticipated impact to the boat slip by the Proposed Scheme.
<b>Sources</b>	Dublin City Industrial Heritage Record. Site Survey.
<b>Impact</b>	No Impact.
<b>Proposed mitigation</b>	No mitigation required.
<b>Approx. distance</b>	Located immediately south of the redline boundary for the Proposed Scheme.





*View to the boat slip, lamppost, railings and mooring bollard taken from the east*


<b>Identification No.</b>	CBC0016CH016
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	Thorncastle Street/ York Road
<b>Site Type</b>	St Patrick's Rowing Club
<b>ITM</b>	718004 734186
<b>Description</b>	<p>St Patrick's Rowing Club was established in 1936 in Ringsend. The facilities comprise a pitched roof structure, carparking and berthing facilities. The relocation of the structure and berthing facilities is required in order to accommodate the Dodder Public Transport Bridge and a new club house and new facilities for the SPRC will be provided on an area of reclaimed land on the eastern bank of the River Liffey. The new club house is designed as a two-storey structure with a pitched roof, oriented to be parallel to the River Liffey. The building will be clad in brickwork for longevity and robustness and to minimise maintenance in this exposed maritime setting. The roof will be clad in pre-patinated copper to act as an eyecatcher along the riverside and is inspired by the aesthetic of a copper-bottomed boat.</p> <p>As such the magnitude of the impact is determined to be medium as the structures and associated infrastructure will be removed from their current positions and the significance of the impact is considered to be medium as this is an undesignated asset of cultural heritage interest associated with the rowing tradition of the area. This results in an overall Negative, Moderate and Permanent impact as the structure will be removed.</p> <p>In terms of mitigation a new club house and associated infrastructure will be built in the immediate area providing the same amenities and continuing the tradition of rowing in the locality so after mitigation is applied no significant impacts are anticipated.</p>
<b>Sources</b>	Site survey
<b>Impact</b>	Negative, Moderate, Permanent.
<b>Proposed mitigation</b>	As agreed under the Dodder Public Transportation Open Bridge, St Patrick's Rowing Club and berthing area is to be relocated and the tradition of rowing will continue in the local area.
<b>Approx. distance</b>	The structure, carpark and berthing area is located within the Proposed Scheme.

<b>Photography</b>	 <p style="text-align: center;"><i>St Patrick's Rowing Club Plaque</i></p>
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<b>Identification No.</b>	CBC0016CH017
<b>Legal Status</b>	None
<b>Reference No.</b>	n/a
<b>Townland / Street Address</b>	Thorncastle Street/ York Road
<b>Site Type</b>	Maritime Memorial
<b>ITM</b>	717979 734196
<b>Description</b>	Memorial of the hobbler's, the fishermen, the docker's and the seamen who passed this point. This memorial has a low sensitivity value, and the magnitude of impact is considered to be low. Therefore, the predicted impact of the Construction Phase will be Negative, Slight and Temporary.
<b>Sources</b>	Site survey
<b>Impact</b>	Negative, Slight, Temporary.
<b>Proposed mitigation</b>	Memorial to be removed and relocated to an agreed location.
<b>Approx. distance</b>	Within Proposed Scheme

<b>Photography</b>	 <p style="text-align: center;"><i>Memorial taken from the south</i></p>
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<b>Identification No.</b>	CBC0016CH018
<b>Legal Status</b>	None
<b>Reference No.</b>	n/a
<b>Townland / Street Address</b>	Tom Clarke East Link Bridge
<b>Site Type</b>	Decorative Metal Buoy
<b>ITM</b>	718009 734218

<b>Description</b>	A metal buoy used as a decorative signage feature is located at the Tom Clarke East Link Bridge, this is a reuse of a maritime artefact and not an in-situ marine feature. Known as the 'Dodder Buoy'. This decorative buoy has a low sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase will be Negative, Slight and Temporary.
<b>Sources</b>	Site survey
<b>Impact</b>	Negative, Slight, Temporary.
<b>Proposed mitigation</b>	Metal buoy to be removed and relocated to an agreed location.
<b>Approx. distance</b>	Within Proposed Scheme
<b>Photography</b>	 <p style="text-align: center;"><i>Metal Buoy taken from the southwest</i></p>

## 2.2.2 Tom Clarke East Link Bridge to Sean Moore Road

<b>Identification No.</b>	CBC0016CH019
<b>Legal Status</b>	None
<b>Reference No.</b>	None
<b>Townland / Street Address</b>	R131
<b>Site Type</b>	Sculpture
<b>ITM</b>	718073 734168
<b>Description</b>	Roadside modern sculpture. For the protection of this sculpture, it is proposed that it is removed to an agreed and safe location with the statutory authorities and reinstated to its original position once the works are completed. The sculpture has a low sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase will be Negative, Slight and Temporary.
<b>Sources</b>	Site survey
<b>Impact</b>	Negative, Slight, Temporary impact.
<b>Proposed mitigation</b>	The sculpture can be moved for the duration of the works, stored safely at an agreed location and subsequently reinstated (in original position).
<b>Approx. distance</b>	Within Proposed Scheme



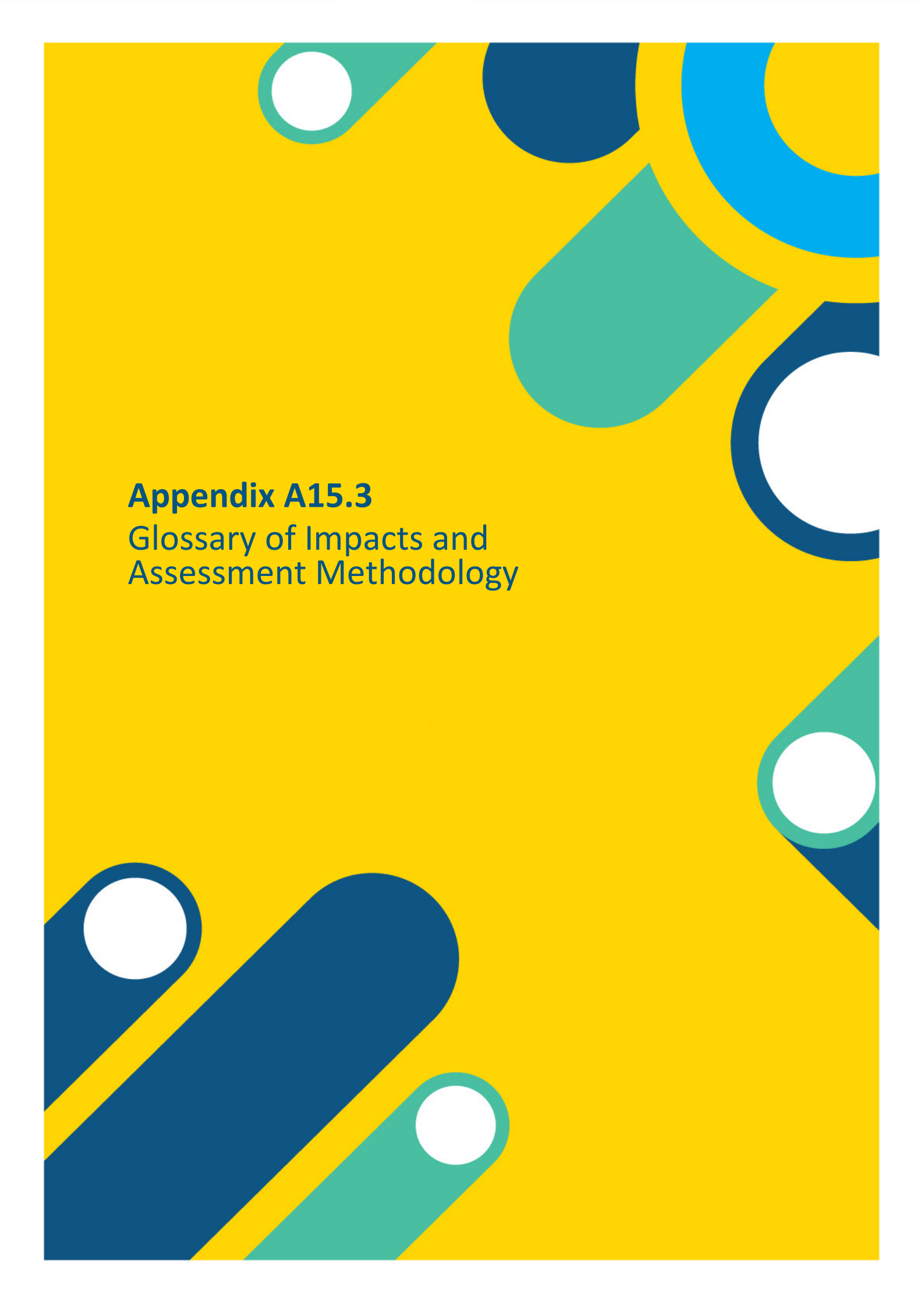


<b>Identification No.</b>	CBC0016CH021
<b>Legal Status</b>	None
<b>Townland / Street Address</b>	Ringsend / Irishtown Park
<b>Site Type</b>	Park, enclosed area with railings and entrance gates
<b>ITM</b>	718410 733902 (centre point of the park)
<b>Description</b>	Irishtown Park, boundary delineated by railings and gated entrances. Part of the park is located within the zone of archaeological potential that surrounds the historic settlements of Ringsend and Irishtown (DU018-053—and DU018-054). This cultural heritage feature has a low sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Phase will be Negative, Slight and Permanent.
<b>Sources</b>	Site survey
<b>Impact</b>	Negative, Slight, Permanent.
<b>Proposed mitigation</b>	Archaeological monitoring for any invasive works that are proposed within areas of archaeological potential associated with the historic settlements of Ringsend and Irishtown. As a result of the Proposed Scheme, there will be an improvement to cycle ways within the park resulting in an overall positive, moderate, permanent impact of the amenity area.
<b>Approx. distance</b>	Within Proposed Scheme



## 2.3 References

- Bennett, D. (1991 and 2005). *An Encyclopaedia of Dublin*. Gill Books.
- De Courcy, J. W. (1996). *The Liffey in Dublin*, Gill & Macmillan Ltd.
- Dublin City Council Development Plan 2016-2022
- Dublin City Industrial Heritage Record 2033-2008
- Cox R.C & Gould M.H. (1998). *Civil Engineering Heritage Ireland*. London.
- Craig M. (1982). *The Architecture of Ireland from earliest times to 1880*. London Cresset Press
- Joyce W. S. J. (1912). *The Neighbourhood of Dublin*. Dublin
- National Inventory of Architectural Heritage (NIAH) (2020). Built Heritage Survey, Department of Culture, Heritage and the Gaeltacht [online] Available from <https://www.buildingsofireland.ie/>
- National Monuments Service (NMS) (2020). Archaeological Survey of Ireland Sites and Monuments Record Database [online]. Available from <https://webgis.archaeology.ie/historicenvironment/>
- Ordnance Survey Ireland (OSI) (2020). Historical maps and aerial imagery [online]. Available from <http://map.geohive.ie/mapviewer.html>
- Rocque (1756), Plan of the City of Dublin as cited in Kissane, N. (Ed.) (1988) Historic Dublin Maps. National Library of Ireland.
- TheJournal.ie (2019). Irish Newspaper [online]. Available from <https://www.thejournal.ie/dublin-lampposts-4430918-Jan2019>
- University College Dublin (UCD) (2020). OSI 19<sup>th</sup> century historical maps [online]. Available from <http://digital.ucd.ie/maps>

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**Appendix A15.3**  
Glossary of Impacts and  
Assessment Methodology

## **Appendix A15.3: Glossary of Impacts and Assessment Criteria**



# 1. Glossary of Impacts

## 1.1 Types of Impacts

Potential impacts on the receiving archaeological and cultural heritage environment can be described as direct physical impacts, indirect physical impacts, and impacts on setting (i.e. the surroundings in which an archaeological / cultural heritage asset can be experienced; Historic England 2017).

Direct physical impacts are those development activities that directly cause damage to the fabric of an archaeological / cultural heritage asset. Typically, these activities are related to construction works; e.g. they could include excavation of foundations, earthmoving / site preparation creation of access roads, cycle paths, and the excavation of service trenches.

Indirect physical impacts are those processes, triggered by development activity, that lead to the degradation of archaeological / cultural heritage assets.

Impacts on the setting of archaeological / cultural heritage assets describe how the presence of a development changes the surroundings of an asset in such a way that it affects (positively or negatively) the heritage significance of that asset. Visual impacts are most commonly encountered. Such impacts may be encountered at all stages in the life cycle of a development, but they are only likely to be considered significant during the prolonged operational life of the development.

Types of impact, as defined by the EPA Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022):

*Cumulative Impact* – The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.

*Do Nothing Impact* – The environment as it would be in the future should the subject project not be carried out.

*Indeterminable Impact* – When the full consequences of a change in the environment cannot be described.

*Irreversible Impact* – When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.

*Residual Impact* – The degree of environmental change that will occur after the proposed mitigation measures have taken impact.

*'Worst case' Impact* – The effects arising from a project in the case where mitigation measures substantially fail.

*Indirect or Secondary Impacts* – Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.

## 1.2 Quality of Impact

Impacts on the archaeological and cultural heritage environment are assessed in terms of their quality, i.e. positive, negative, neutral:

- Negative Impact: A change that will detract from or permanently remove an archaeological monument/ cultural heritage asset from the landscape;
- Neutral Impact: A change that does not affect archaeology and cultural heritage; and
- Positive Impact: A change that improves or enhances the setting of an archaeological/ cultural heritage asset.

## 1.3 Duration of Impact

The duration of an impact can be as follows:

- Temporary Impact Impact lasting for one year or less;
- Short-term Impacts Impact lasting one to seven years;
- Medium-term Impact Impact lasting seven to fifteen years;
- Long-term Impact Impact lasting fifteen to sixty years; and
- Permanent Impact Impact lasting over sixty years.

## 2. Assessment Methodology: Significance Criteria

### 2.1 Introduction

This assessment methodology has regard to the EPA assessment criteria (EPA 2022) and to the National Roads Authority (NRA) Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes (hereafter referred to as the NRA Guidelines) (NRA 2005).

Archaeological and cultural heritage sites are a non-renewable resources and such assets are generally considered to be location sensitive. In this context, any change to their environment, such as construction activity and ground disturbance works, could adversely affect these sites.

### 2.2 Significance / Sensitivity Criteria

In accordance with EPA Guidelines (EPA 2022), the context, character, significance and sensitivity of each archaeological / cultural heritage asset requires evaluation, and the significance of the impact is then determined by considering the significance / sensitivity of the asset and the predicted magnitude of the impact.

In accordance with the NRA Guidelines (NRA 2005), the significance criteria used to evaluate an archaeological site, monument or complex take into account the character and integrity of the asset and any available data regarding it. This can be ascertained by looking at the following criteria cited in the NRA Guidelines (NRA 2005): the existing status (level of protection), condition or preservation, documentation or historical significance, group value, rarity, visibility in the landscape, fragility or vulnerability, and amenity value (Table 1). While these criteria contribute to the significance of a feature they should not be treated as definitive. These criteria are indicators which contribute to a wider judgement based on the individual circumstances of these archaeological/cultural heritage assets.

**Table 1: Explanation of Archaeology and Cultural Heritage Asset Assessment Criteria**

Criteria	Explanation
Existing Status	The level of protection associated with an archaeological / cultural heritage asset is an important consideration.
Condition / Preservation / Integrity	The survival of an archaeological / cultural heritage asset's archaeological potential both above and below ground is an important consideration and should be assessed in relation to its present condition and surviving features. Well-preserved sites should be highlighted, this assessment can only be based on a field inspection.
Documentation / Data	The significance of a an archaeological / cultural heritage asset may be enhanced by the existence of records of previous investigations or contemporary documentation supported by written evidence or historic maps. Sites with a definite historical association or an example of a notable event or person should be highlighted.
Group Value / Character	The value of a single an archaeological / cultural heritage asset may be greatly enhanced by its association with related contemporary monuments or with monuments from different periods indicating an extended time presence in any specific area. In some cases it may be preferable to protect the complete group, including associated and adjacent land, rather than to protect isolated monuments within that group.
Rarity / Character	The rarity of some an archaeological / cultural heritage asset types can be a central factor affecting response strategies for development, whatever the condition of the individual feature. It is important to recognise sites that have a limited distribution.
Visibility in the landscape/ Character / Integrity	Archaeological / cultural heritage assets that are highly visible in the landscape have a heightened physical presence. The inter-visibility between monuments may also be explored in this category.
Fragility / Vulnerability / Integrity	It is important to assess the level of threat to an archaeological / cultural heritage asset from erosion, natural degradation, agricultural activity, land clearance, neglect, careless treatment or development.
Amenity Value / Character	Regard should be taken of the existing and potential amenity value of a an archaeological / cultural heritage asset.

An evaluation of the significance / sensitivity of archaeological / cultural heritage assets is based on their designation and on the extent to which these assets contribute to the archaeological or cultural heritage environment, though their individual or group qualities, either directly or potentially. Table 2 presents the scale of significance / sensitivity together with criteria. It has been compiled by Courtney Deery Heritage Consultancy Ltd, based on standards, advice notes and guidelines as listed in Section 2.1 (above) and Section 15.2.3 (Volume 2

of this EIAR). Undesignated archaeological or cultural heritage sites can be assigned a low, medium or high sensitivity value, taking into consideration the criteria cited in Table 1 (e.g. condition, character, integrity or preservation, data, group value, rarity, visibility in the landscape, fragility or vulnerability, and amenity value).

**Table 2: Significance / Sensitivity Criteria**

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

## 2.3 Magnitude of Impact

When assessing the impact magnitude, the following criteria need to be considered:

- Extent – size, scale and spatial distributions of the impact;
- Duration – period of time over which the impact will occur;
- Frequency – how often the impact will occur; and
- Context – how will the extent, duration and frequency contrast with the accepted baseline conditions (see Table 1)

**Table 3: Magnitude of Impact Criteria**

Criteria	Impact Magnitude
These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development. A change such that the value of the asset is totally altered or destroyed, leading to a complete loss of character, integrity and data about the site.	High
An impact which, by its magnitude, duration or intensity alters an important / significant aspect of the environment. An impact like this would be where an archaeological / cultural heritage asset would be impacted upon leading to a significant loss of character, integrity and data about the site. Or an impact which by its magnitude results in the partial loss of a historic structure (including fabric loss or alteration) or grounds including the part removal of buildings or features or part removal of demesne land (e.g. severance, visual intrusion or degradation of setting and amenity). A permanent positive impact that enhances or restores the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in a clearly noticeable manner.	Medium
A low impact arises where a change to the site is proposed which though noticeable is not such that the archaeological / cultural heritage character / integrity of the site is significantly compromised, and where there is no significant loss of data about the site. A positive impact that results in partial enhancement of the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in the medium to long-term.	Low
An impact which causes very minor changes in the character of the environment and does not directly impact an archaeological / cultural heritage asset or affect the appreciation or significance of the asset. There would be very minor changes to the character and integrity of the asset and no loss of data about the site.	Negligible



### 2.3.1 World Heritage Sites

The historic city of Dublin\* is on the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Tentative List, which is an inventory of properties that each State Party intends to consider for nomination. The Georgian city plan under consideration still survives largely intact and is bounded to the north and south by the canals, to the west by the Phoenix Park, and to the east by the sea (Permanent Delegation of Ireland to the OECD and UNESCO 2010).

The city is considered under the headings of authenticity, integrity and justification of its outstanding universal value. The significance of the streetscape and buildings is attributed to the development of Dublin after the Restoration in the 1660s, when the city became the second imperial capital, after London, of the British Empire, with major development and expansion in the Georgian period (1714 to 1830). This has given Dublin the institutional buildings, terraces and infrastructure, and set out the city plan as it substantially survives today. The city has made an extraordinary contribution to world literature. The city influenced and provided the setting for many writers including Swift, Sheridan, Goldsmith, Burke, and Moore in the 18<sup>th</sup> and early 19<sup>th</sup> centuries; Wilde and Stoker in the later 19<sup>th</sup> century; the Irish Literary Revival of the early 20<sup>th</sup> centuries, with Yeats, Gregory and the Abbey Theatre, Synge, O'Casey, and Joyce; continuing with Shaw, Beckett, and Flann O'Brien to the present. Three of the four Irish Nobel laureates for Literature were from Dublin: Yeats in 1923, Shaw in 1925, and Beckett in 1969. The intangible cultural heritage of the historic city of Dublin relates to this contribution to world literature.

\*As distinct from the RMP designated Historic City of Dublin discussed in section 2.3.4.

### 2.3.2 National Monument

The National Monuments Act (1930, Section 2) defines a 'National Monument' 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'.*

The National Monuments legislation legally protects access to, and the visual amenity associated with National Monuments and requires consent from the Minister for invasive works in their vicinity.

The defences / town walls of medieval Dublin are a National Monument in accordance with national policy on town defences (Department of Environment, Heritage and Local Government 2008).

### 2.3.3 Recorded Monuments

The primary source of information for archaeology is the Record of Monuments and Places (RMP) maintained by the Department of Housing, Local Government and Heritage (DHLGH). The RMP documents known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites in rural areas identified as cropmarks on vertical aerial photographs dating to before 1700 AD (with some later ones also being included). It is based on a comprehensive range of published and publicly available documentary and cartographic sources.

For the purpose of the assessment, the Sites and Monument Record (SMR) data and mapping as updated by the Archaeological Survey of Ireland ([www.archaeology.ie](http://www.archaeology.ie)) was examined so it could be used within an interactive identification and mapping system developed for Proposed Project.

### 2.3.4 Zones of Archaeological Potential

Zones of archaeological potential (ZAP) can be defined as areas within the urban and rural landscape that possess the potential to contain archaeological remains due to the settlement history of a place and or to the presence of topographical features such as rivers, lakes and high, defensible ground. An example of this is the RMP designated Historic City of Dublin, which is designated as a zone of archaeological potential covering an extensive area (RMP DU018-020). Other examples within the study area for the Proposed Project include historic settlements recorded at Donnybrook, Bray, Finglas, Kilmainham, Chapelizod and Tallaght. For the purpose of the assessment, ZAPs with statutory protection (i.e. contained in the RMP) were considered.

### 2.3.5 Non-Designated Sites

Newly identified archaeological sites that have been confirmed through archaeological investigation (monitoring, testing, excavation, geophysical survey) are considered to be of medium importance. Such sites are undesignated as they have yet to be added to the SMR.

Potential or undesignated archaeological sites identified through aerial photography, historic mapping, stray finds are considered to be of low sensitivity, as they have yet to be ground-truthed through archaeological investigation. Similarly, undisturbed greenfield areas and riverine environs, which have an inherent but as yet unproven archaeological potential are considered to be of low sensitivity.

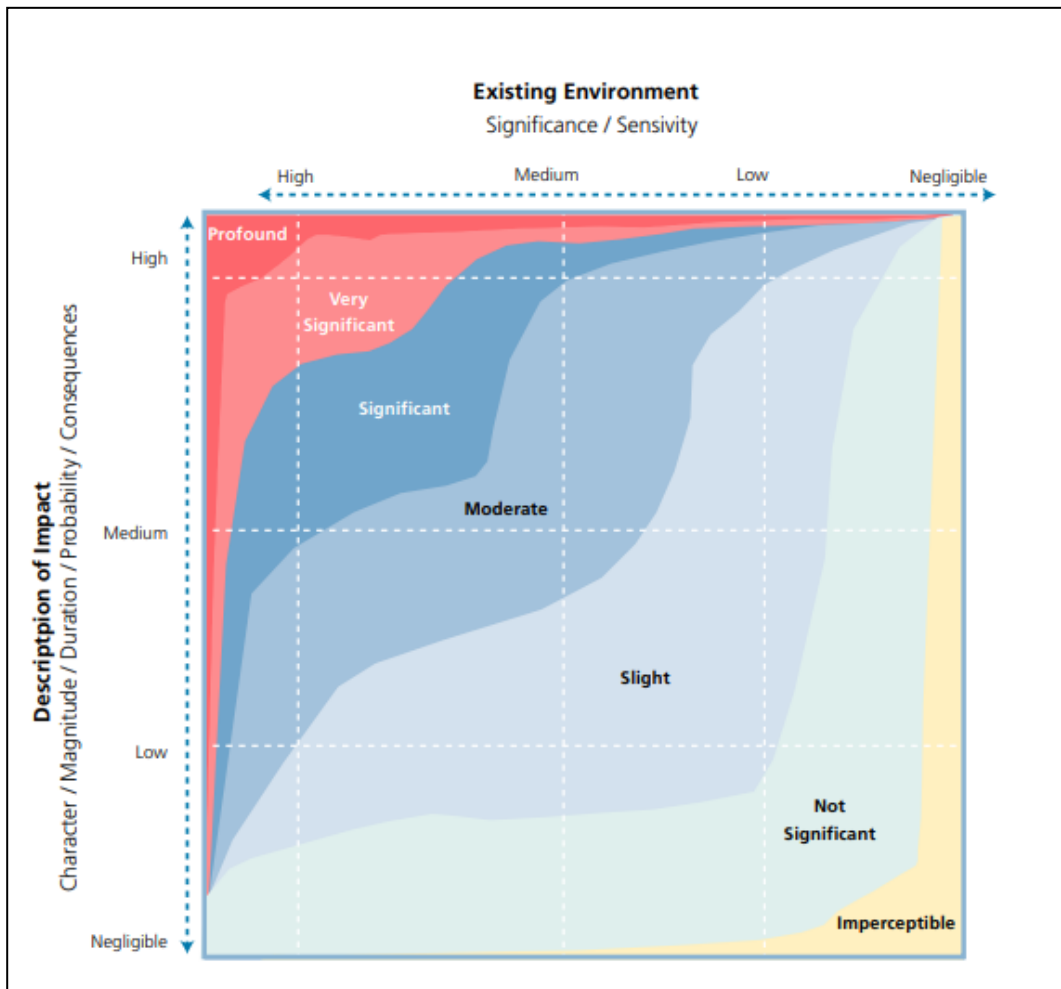
The DCIHR provided by Dublin City Council (DCC) is based on a paper survey only and where there are no upstanding remains of the industrial heritage sites, the survival of below-ground sites cannot be confirmed; as such the sensitivity is considered to be low.

## 2.4 Significance of Impact

The Draft EPA Revised Guidelines on the Information to be Contained in Environmental Impact Statements (EIS) (EPA 2015) added the two additional levels of significance of impact: Very Significant and Not Significant (Table 4 and Image 1).

**Table 4: Significance of Impacts (EPA 2015)**

Significance of Impact	Description
Very Significant	An impact which by its character, magnitude, duration or intensity significantly alters the majority of a sensitive aspect of the environment, for example in this case a monument
Not Significant	An impact which causes noticeable changes in the character of the environment but without noticeable consequences.



**Image 1: Figure 3.5 Chat Showing Typical Classifications of the Significance of Effects, from the EPA Guidelines on Information to be Contained in EIARs (EPA 2022)**

The likely significance of impacts is determined by considering the baseline rating or sensitivity value of the asset upon which the impact has an impact and the magnitude of the impact (Image 1). The impact significance is defined as Imperceptible, Not Significant, Slight, Moderate, Significant, Very Significant, or Profound (Table 5).

**Table 5: Defining Significance of Impacts**

Impact	Definition
<b>Imperceptible</b>	An impact capable of measurement but without noticeable consequences.
<b>Not Significant</b>	An impact which causes noticeable changes in the character of the environment but without significant consequences.
<b>Slight</b>	An impact which causes changes in the character of the environment which are not significant or profound and do not directly impact or affect an archaeological / cultural heritage asset.
<b>Moderate</b>	A moderate impact arises where a change to the site is proposed which though noticeable, does not lead to a significant loss of character, integrity and data about the archaeological / cultural heritage asset.
<b>Significant</b>	An impact which, by its magnitude, duration or intensity, alters an important aspect of the environment. An impact like this would be where part or all of a site would be permanently impacted upon, leading to a significant loss of character, integrity and data about the archaeological / cultural heritage asset.
<b>Very Significant</b>	An impact which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
<b>Profound</b>	Applies where mitigation would be unlikely to remove adverse impacts. Reserved for adverse, negative impacts only. These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development.

### 3. References

Dublin City Council (DCC) (2003 to 2009). Dublin City Industrial Heritage Record. Dublin City Council.

DCC (2022). Dublin City Development Plan (2022-2028). Dublin City Council.

EPA (2015). Revised Guidelines on the information to be contained in Environmental Impact Statements, Draft September 2015.

EPA (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports. May 2022

National Monuments Act, 1930 to 2014.

National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes.

Permanent Delegation of Ireland to the OECD and UNESCO (2010). UNESCO World Heritage Tentative List [Online]. Available from <https://whc.unesco.org/en/tentativelists/5523/>



The background is a vibrant yellow color. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These shapes include circles, semi-circles, and rounded rectangles, some of which are partially cut off by the edges of the page. The overall aesthetic is modern and clean.

## **Appendix A15.4**

City and County Development  
Plans, Relevant Policies  
and Objectives

## **Appendix A15.4: Relevant Extracts from City Development Plans**

# 1. Dublin City Development Plan 2022-2028

## 1.1 Archaeological Heritage

It is the policy of Dublin City Council:

BHA26 Archaeological Heritage 1. To protect and preserve Sites and Zones of Archaeological interest which have been identified in the Record of Monuments and Places and the Historic Environment Viewer ([www.archaeology.ie](http://www.archaeology.ie)). 2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Zones of Archaeological Interest. 3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places, and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government. 4. Development proposals within Sites and Zones of Archaeological Interest, of sites over 0.5 hectares size and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged. 5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated. 6. Preserve the character, setting and amenity of upstanding and below ground town wall defences. 7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land shall have regard to the Shipwreck Inventory maintained by the Department of Culture, Heritage and the Gaeltacht and be subject to an appropriate level of archaeological assessment. 8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.

It is an Objective of Dublin City Council:

BHAO10 Conservation Plans To prepare and implement conservation plans for National Monuments and Recorded Monuments in Dublin City Council ownership.

BHAO11 Dublin City Archaeological Archive To maintain, develop and promote the Dublin City Archaeological Archive (DCAA) at Pearse Street Library and Archives.

BHAO12 Findings of Licenced Archaeological Activity To ensure the public dissemination of the findings of licenced archaeological activity in Dublin through the Dublin County Archaeological GIS, publications and public lectures and to promote awareness of, and access to, the city's archaeological inheritance and foster high quality public archaeology.

BHAO13 Management Plan To develop a long-term management plan to promote the conservation, management and interpretation of archaeological sites and monuments and to identify areas for strategic research.

BHAO14 Viking Dublin To promote the awareness of the international significance of Viking Dublin. To support the Viking York Axis Project, the Destination Viking Network and the Dublin Festival of History Viking Seminar; to explore the feasibility of a research excavation in Viking Dublin; to support post-excavation research into the Wood Quay excavations 1962-81; to record and map the survival of water-logged Viking Age and medieval archaeological stratigraphy.

BHAO15 Civic Museum To develop a strategy for improving public access to the former Civic Museum collection and for curation of other collections of civic interest and importance.

BHAO16 City Wall and City Defences To continue to preserve, and enhance the surviving section of the City Wall and City Defences - a National Monument, according to the recommendations of the City Walls Conservation Plan (2005) - with reference to the National Policy on Town Defences (2008).

BHAO17 Tourism Promote tourism in the medieval city drawing on its archaeological heritage to create a strong and authentic sense of place and to support educational and historical tours of sites in the city.

BHAO18 OPW Heritage Sites and Assets Work proactively with the OPW to promote and improve the visitor experience and interpretation of their heritage sites and assets within Dublin City area.

BHAO19 Built Heritage and Archaeology To provide for the protection, preservation and promotion of the built heritage, including architectural heritage and archaeological heritage and support the in-situ presentation and interpretation of archaeological finds within new developments.

## **1.2 City Heritage Plan**

It is the Policy of Dublin City Council:

BHA27 Dublin City Heritage Plan To implement the current Dublin City Heritage Plan and to support the preparation and implementation of the Dublin City Heritage Plan 2022-2026.

BHA28 Historic Place and Street Names To preserve historic place and street names and ensure that new street names reflect appropriate local archaeological, historical or cultural associations.

BHA29 World Heritage Nomination To support and pursue a World Heritage nomination for the Historic City of Dublin, in partnership with the Department of Housing, Heritage and Local Government.

BHA30 Moore Street National Monument To co-operate with and facilitate the state in its presentation of the National Monument at 14-17 Moore Street on a joint venture basis and to support the retention and refurbishment of the cultural quarter associated with 1916 on Moore Street.

BHA31 St. Sepulchre's Palace Complex To work with all stakeholders and interested parties to develop a Conservation Plan to safeguard the future of St. Sepulchre's Palace complex (Kevin Street Garda Station), identify appropriate future use(s) that reflect its historic and architectural importance and unlock the cultural tourism potential of the site in the context of the cathedral quarter and the historic city.

BHA32 Water Related Heritage Strategies To support the creation and implementation of waterrelated heritage strategies in partnership with restoration and enhancement of river and canal corridors within the city.

BHA33 Dublin Port Heritage Quarter To support the vision of the Dublin Port Company for the Flour Mill and surrounding heritage assets of the port to deliver a new cultural heritage quarter and maritime museum for the city, that documents Dublin's rich maritime history and the social history of the Dock workers.

BHA34 OPW Historic Sites To co-operate with and facilitate the Office of Public Works to improve visitor experience/interpretation and upgrade key historic sites, including the Dublin Castle complex, St. Sepulchre's Palace complex, Werburgh Street/Ship Street, the Debtors Prison, Royal Hospital at Kilmmainham, the Irish National War Memorial Gardens and Commemorative Bridge, Phoenix Park (including the Visitors Centre and Magazine Fort), Collins Barracks, National Library of Ireland, the Casino at Marino, and The Custom House and the 1916 Moore Street National Monument.