

7.0 ARCHAEOLOGY, ARCHITECTURAL AND CULTURAL HERITAGE

7.1 ASSESSMENT METHODOLOGY

Section 39 (2)(b)(iii) of the Transport (Railway Infrastructure) Act 2001, requires that proposed developments are examined in terms of their likely significant impacts on the architectural, the archaeological and the cultural heritage.

The assessment of archaeological, architectural and cultural heritage was based on a desk study of published and unpublished documentary, aerial and cartographic sources, supported by both a field inspection of the proposed alignment and archaeological test excavation.

Archaeology, architectural heritage and cultural heritage are addressed separately under sections 7.2 - 7.4 below.

7.1.1 Documentary Sources

Cartographic sources consulted included Rocque (1756), Taylor's map of the environs of Dublin (1816), and editions of the Ordnance Survey six inch maps. With the exception of Rocque, the maps were sourced in the Map Library, Trinity College, Dublin 2. In relation to architectural heritage, the 1st (1837-43) and revised editions (1871 and 1907-09) of the Ordnance Survey (OS) maps were consulted and studied for the project.

Townland names were also examined for all three topics. Townland names are a source of information not only on the topography, land ownership, and land use within the landscape, but also on its history, archaeological monuments and folklore.

The registers of Historic Monuments and register of Protection Orders, together with the list of National Monuments was consulted.

Other main sources inspected were as follows:

- Record of Monuments and Places (RMP)
- Topographical Files of the National Museum of Ireland
- Excavations Bulletins and Excavations Database
- The Record of Protected Structures
- Irish Architectural Archive
- Examination of aerial photographs of the study area
- South Dublin County Council Development Plan 2004-2010
- EPA 2002 Guidelines on Information to be contained in an Environmental Impact Statement.
CAAS Environmental Ltd for the Environmental Protection Agency
- EPA 2003 Advice Notes on Current Practice (in the preparation of an Environmental Impact Statement).
CAAS Environmental Ltd for the Environmental Protection Agency

Additional documentary and literary references consulted are listed in the bibliography.

7.1.2 Field Inspection

A field inspection of the route corridor was undertaken on the 2nd March 2006.

7.2 ARCHAEOLOGY

7.2.1 Receiving Environment

The receiving environment is described below with reference to archaeology. The description of the existing conditions is made with reference to Sections A, B and C of the proposed Luas Line A1 as described in Chapter 3.0.

In the course of collecting information for this study, the National Monuments Section of the Department of Environment, Heritage and Local Government (DoEHLG) was consulted. A number of licensed archaeologists responsible for previous archaeological excavations carried out in the vicinity of the proposed route were also consulted.

Field Inspection

A field inspection was undertaken to identify potential low-visibility archaeological sites or features and/or areas of archaeological potential that may possibly be subject to direct or indirect impacts as a result of the proposed development.

Documentary Sources

Documentary sources used to assess the receiving environment in relation to archaeology were as follows:-

- Record of Monuments and Places (RMP) - The primary source of information for the archaeological assessment of the site is the Record of Monuments and Places (RMP) maintained by Department of the Environment, Heritage and Local Government (DoEHLG).
- Topographical Files of the National Museum of Ireland -The topographical files of the National Museum of Ireland (NMI) identify recorded stray finds that have been donated to the state in accordance with national monuments legislation and are now held in the national museum's archive. The files are provenanced to townland.
- Excavations Bulletins and Excavations Database - 'Excavations' is an annual bulletin, which contains summary accounts of all excavations carried out annually in Ireland. The bulletins range from 1969 to 2002, and can now be accessed on the Internet at www.Excavations.ie. Both the bulletins and database were consulted to establish whether excavations have been previously carried out in the vicinity of the proposed development.
- The Record of Protected Structures - Schedule 2 of the South Dublin County Development Plan 2002-2010, was consulted for schedules of buildings and items of archaeological, historic, artistic and scientific interest that are listed for protection in the vicinity of the proposed scheme.

Figure 7.1 and 7.2 show the recorded archaeological sites (RMP sites) in the vicinity of the proposed Luas Line A1 route corridor.

A recorded archaeological site is located c.500m to the north of Section A of the proposed route in Cheeverstown (DU021:024-01/02/03). The archaeological complex of Cheeverstown (DU021:024) comprised of a tower house, a possible well site and a possible bawn site. Noted as 'Cheeverstown Castle' in cartographic sources it is visible in aerial photographs from the early 1970's. No visible trace of the monument remains today and its location is currently occupied by Roadstone Quarries. Documentary sources record the castle as 'a plain tower without any battlements now, if it ever had any. Its length, from north to south, is 25ft and its width, from east to west is 22ft...there are some slight traces in the ground to the westward of the Castle, of a bawn, and there is a well there' (E.R McC.DIX (1897) *The Irish Builder*, Vol.39.). Henry Wheeler's OPW field report in 1978 describes a three-storey tower house with a modern roof cut on a slope. Around the 1800s a large Georgian house was built near the castle ruins. Both of these structures were demolished in the twentieth-century.

To the south of Section A (c. 700 m) is a second 'castle site' located on Cheeverstown Road (DU021:035). This site is noted in cartographic sources and is visible in vertical aerial photographs as a series of raised rectangular-shaped enclosures. The enclosures may be the site of the castle marked on the Down Survey Map, although this is not conclusive. The 'Book of Reference' accompanying the Dublin volume of the Down Survey mentions at Jobstown 'a Castle in repair; and some Cottages and Cabbins' (Simmington R.C, 1945, Vol. VII pg. 289). Records in the RMP file also include a sketch of the location of Jobstown House, now the site of St. Marks Celtic FC, which may be an alternative location of the castle site.

The westernmost end of the proposed route (Section C) encroaches into the archaeological constraint area of the RMP of Saggart village (DU021:034), which includes the tower house (DU021:03411), which is within c. 20m of the proposed route. The village of Saggart or Tassaggard (DU021:034), takes its name from Sacer (or Mosacra), the saint who reputedly founded a monastery here in the seventh-century. Bradley notes the four known pre-Norman monuments from the settlement (Bradley 1998, 137), two stone crosses (one of which is decorated), a cross-slab which is possibly tenth-century in date and a cross-base, an oval enclosure to the south of the existing cemetery which appears to contain the foundations of a medieval church incorporated into an eighteenth-century memorial. These sites are located to the southwest of the proposed route in the centre of Saggart Village. Little is known of Saggart before the Anglo-Norman conquest, at which time the lands of Saggart, together with those of Newcastle Lyons, Esker and Crumlin, became royal manors. A borough was established by the Crown and both it and the town are frequently referred to in the state papers, particularly the pipe rolls. In 1471-72, the Irish parliament enacted that Saggart should be enclosed by defences because it had been recently wasted and burned by the O'Byrnes, O'Tooles and Goulranyles. It also added that the defences were to be built by eighty labourers drawn from Balrothery, a further eighty from Coolock, another eighty from Castleknock, and eight from Newcastle; all of these labourers were to bring with them their own food, barrows, spades and pickaxes (Berry 1914, cited in Bradley & King 1988), which suggests that the defences were of earth. Saggart was captured and burnt in 1580 by Fiach McHugh Byrne. In the mid-seventeenth-century, the town was described as a village containing two castles in repair and the remains of another castle, as well as some thatched houses and cabins. It evidently remained prosperous throughout the seventeenth-century, because in 1682, Thomas Den was given the right of holding a weekly market and three weekly fairs (Ball 1905, Vol. iii, 115-16).

The following table provides a list of recorded archaeological monuments located within Saggart Village.

Table 7.1: Archaeological monuments within Saggart Village (DU021:034)

RMP No.	Nat Grid Reference	Monument Type
DU021:03401	30386/22679	Ecclesiastical enclosure possible
DU021:03402	30386/22680	Church
DU021:03403	30386/22679	Graveyard
DU021:03404	30385/22680	Cross-slab
DU021:03405	30384/22678	Architectural Fragment
DU021:03406	30385/22678	Cross
DU021:03407	30387/22678	Cross
DU021:03408	30386/22679	Stone Head
DU021:03409	30364/22680	Cross Base
DU021:03410	30364/22649	Castle Site
DU021:03411	30408/22723	Tower House

None of the above sites are impacted by the proposed route. However the proposed route will pass through the Record of Monuments and Places archaeological constraint area of the village of Saggart (DU021:034) and will terminate within c.20m of the tower house (DU021:03411). The existing 110kV line and pylon in the vicinity of the proposed Saggart stop are also to be relocated into this constraint area.

Table 7.2 below provides a list of archaeological assessments (monitoring, testing and excavations) that have occurred in the environs of Saggart Village in the vicinity of the proposed route.

Table 7.2: Excavations in Saggart Village in the vicinity of the proposed route

Location	National Grid Ref	License number	Archaeology
Saggart Burial Ground	30038/22067	99E0229	No features of an archaeological nature
Coldwater Commons	0040258	99E0562	No features of an archaeological nature
Garter's Lane	0041271	01E0108	No features of an archaeological nature
Garter's Lane	30485/22595	02E0114	No features of an archaeological nature
Main Street	302548/226502	02E1037	No features of an archaeological nature
Saggart	30386/22678	02E0179	No features of an archaeological nature
St. Mary's G.A.A.	N99221729	02E1305	No features of an archaeological nature
Citywest Hotel Saggart	3039/2268	03E0629	No features of an archaeological nature

Archaeological Test Excavation

Archaeological test excavation was conducted along the western extremity (c.50m) of Section C of the proposed route (Figure 7.2). Approximately 250 linear metres of central line testing was undertaken by Margaret Gowen and Co. Ltd, under licence (06E572) to The National Monuments Section of the Department of Environment, Heritage & Local Government and the National Museum of Ireland. The work was carried out on the 13th & 14th July 2006 to ascertain if any subsurface archaeological features are along the line of the proposed route as it passes the RMP archaeological constraint area of Saggart Village (DU021:034), in the vicinity of a tower house (DU021:3411). No features of an archaeological significance were identified during this archaeological assessment, the details of which are contained within a stand alone report produced by Margaret Gowen & Co. Ltd.

Results of Archaeological Test Excavation

As part of the recent geotechnical works for the proposed scheme, the archaeological monitoring of trial pits within the RMP archaeological constraint area for Saggart Village was carried out by Margaret Gowen & Co Ltd. No features of an archaeological nature were uncovered during the course of groundbreaking works, the results of which are summarised in Appendix 7C.

Cartographic sources

Detailed descriptions of cartographic sources of the environs of the proposed development are outlined in Appendix 7A (which includes Figures 7A – 7D which provide extracts from cartographic sources – Down Survey (1656), Rocque (1760), Ordnance Survey 1837 and 1907-09 Editions).

The route of the proposed Luas Line A1 is depicted as fields in Rocque (1760) and both editions of the Ordnance Survey with little changes between the 1837 and 1907-09 editions of the Ordnance Survey.

Neither Rocque (1760) nor the subsequent Ordnance Survey maps records any structures along Section A of the proposed route.

In the eastern portion of Section B, a watercourse is evident on the Ordnance Survey 1837 edition and a small marshy area is depicted directly to the south of this area. The watercourse is also evident in the later edition of the Ordnance Survey map but the marshy area is not shown. A second watercourse is shown in Section B immediately east of the townland boundary between Brownsbarn and Cheeverstown. In the 1907-09 edition of the Ordnance Survey this townland boundary formed the Union and Rural District Boundary. However in the 1907-09 edition a third watercourse appears to have been diverted and is shown flowing in the area of Section B along the townland boundary between Brownsbarn and Fortunestown. This third watercourse appears to correlate with Taylor's 1816 depiction of a watercourse and may also relate to those shown in Rocque's 1760 map.

In Section C, a number of structures are indicated in the Ordnance Survey maps and the structures which remain today are detailed below. IDs 1 & 3 which are on the first edition Ordnance Survey map are to be demolished as part of the scheme (Figure 7.2). The field patterns of the area remain relatively unaltered between the Ordnance Survey maps. Two north-south trending watercourses are indicated; the western watercourse appears to correlate with that noted in Rocque's 1760 map.

Field inspection

No features of an archaeological nature were identified during the course of the field inspection. The route of the proposed line crosses modern road surfaces, derelict backlands and some agricultural lands, all of which show signs of significant disturbance. Section A consists of a mixture of landscaped green areas, road surface and open scrub pasture between Cookstown Way and the embankments of Roadstone Quarries. The field boundaries in this area are overgrown but appear to be of ditch and low bank construction.

Section B passes through open ground to the south of Citywest Business Park. Although a green area, the ground surface has been levelled and the adjacent watercourses and open ditches, including a drainage ditch of the River Camac, show signs of recent dredging. The only remaining trace of the watercourse and marshy area noted in cartographic sources consists of an overgrown field drain.

On the west side of the N82 Section B crosses a watercourse feeding the Camac River. This is free flowing with overgrown banks on either side.

Another watercourse which feeds the River Camac is located in Section C; this is visible as an overgrown ditch and bank, the dimensions of which could not be ascertained. Section C is predominately rough pasture with the exception of a number of structures, noted below, and an area of hardcore at the Saggart terminus of the proposed route.



View of Section A from West



View of Section B from East



Watercourse to West of N82



Fortunestown Lane (Section C) from West

7.2.2 Construction Impacts and Mitigation

Impacts

The track bed construction of the proposed Luas Line A1 will generally involve the excavation of a trench that will vary in width from 6.0–9.0 metres and will be excavated to a maximum depth of 1.2 metres. The working width of the corridor observed by the contractor is approximately 20 – 30 metres. The bulk of the route of the proposed development will pass through green field areas and existing road surfaces, as well as watercourses and drainage ditches within the Camac River catchment. Although these areas show signs of modern disturbance there is a potential that previously unrecorded subsurface archaeological soils, features or deposits will be uncovered during ground breaking and earthmoving activity.



View of Section A showing location of 'marshy' area

There are no recorded archaeological monuments within Sections A or B of the proposed route and no features of an archaeological potential were identified during the field inspection. However there is, as with all greenfield sites, the possibility that previously unrecorded subsurface archaeological deposits are preserved in situ and may be uncovered during the course of construction. In the western section of Section B, the proposed route crosses a watercourse. To the south of this a marshy area has been noted in cartographic sources. Fulachta fiadh have been identified along this watercourse in the townland of Brownsbarn (DU021:023) and there is therefore a potential that similar archaeological material may be uncovered in the vicinity of the proposed route.

Section C of the proposed Luas Line A1 enters the RMP constraint area of Saggart Village (DU021:034) and terminates approximately 20m from the tower house (DU034:03411) situated within the grounds of Tassagart House. It is also proposed that an existing 110kV line and pylon be relocated into this constraint area. The cumulative effect of both is a slight permanent impact. Archaeological testing has been conducted along the section of the proposed route which lies within the RMP archaeological constraint area. No features of an archaeological nature were uncovered during testing and the area was found to be very disturbed.

Mitigation

The RPA Project Archaeologist will ensure that a high quality of archaeological assessment in accordance to best practice takes place during the site preparation and construction stages of the proposed development. The Project Archaeologist will liaise with all necessary statutory authorities.

RPA has prepared an archaeological code of practice which aims to strengthen management practices in relation to archaeology and contribute to the development of a more consistent approach to archaeological resolution. This code of practice has been released at the time of writing this report; the proposed practices will be incorporated into the Luas Line A1 project at a later date.

7.2.3 Operational Impacts and Mitigation

It is not anticipated that any impacts will occur to the receiving archaeological environment during the operational phase as all concerns and issues will be dealt with during the site preparation and construction stages of the scheme by the Project Archaeologist.

No mitigation measures are considered necessary during the operational phase.

7.3 ARCHITECTURAL HERITAGE

7.3.1 Receiving Environment

The receiving environment is described below with reference to architectural heritage. The descriptions of the existing conditions are made with reference to Sections A, B and C of the proposed Luas Line A1 as described in Chapter 3.0.

Field Inspection

The primary purpose of the architectural heritage field inspection was to identify potential architectural heritage features that are subject to direct or indirect impacts as a result of the proposed Luas Line A1. Each feature was assessed in the context of the surrounding landscape.

Documentary Sources

Documentary sources used to assess the receiving environment in relation to architectural heritage were as follows:

- The Record of Protected Structures - Schedule 2 of the South Dublin County Development Plan 2002-2010, was consulted for schedules of buildings and items of archaeological, historic, artistic and scientific interest that are listed for protection in the vicinity of the proposed scheme.
- Irish Architectural Archive -The Irish Architectural Archive was established in 1976 to collect and preserve records of Irish architectural heritage, and since then it has established itself as the principal source of records and information concerning architecture and architects in Ireland during all periods. In addition to an extensive reference library, the archive's collection includes a significant body of historical Irish architectural drawings and one of the largest collections of photographs in the country.

At present, the built environment of the study area is characterised by modern apartment blocks and housing estates as well as modern office campus style buildings and a retail/ commercial centre.

There are no protected structures within the route corridor of the proposed Luas Line A1. The nearest protected structures are Saggart House (House and Gateway) Ref. No. 292 and Saggart tower house (including a walled stable yard, outbuildings and gateways) Ref. No. 294 located approximately 20m to the west of Section C. Newbrook House, Ref. No. 302, is located approximately 300m to the south. Saggart village located to the south contains a number of protected structures including Saggart Catholic Church (including a church, tower, drinking trough) Ref. No. 327 and a church site with stone head crosses, grave slab, bullaun and finial, Ref. No. 330, is located approximately 530m to the southwest. St. Mark's Youth and Family Centre (Ref. No. 263), a detached three-bay, two-storey house on Cookstown Road also has protected structure status and is located approximately 270m to the south of Section A.

Three unoccupied, semi-ruinous properties flank the north side of Fortunestown Road within Section C and will be removed by the proposed scheme (See Figure 7.2). ID 1 & ID 3 are examples of local vernacular architecture and therefore are structures of local architectural heritage merit. The three structures are as follows:

■ **ID 1** is an unoccupied, semi-ruinous cottage of probable nineteenth-century date located on the north side of Fortunestown Lane. It is aligned with its gable to the roadside and has a painted rough-dash façade. A small porch projects from its front, east-facing elevation. The surviving windows are timber casements. The roof is entirely missing and the interior is overgrown with vegetation. One intact gate pier survives at the entrance to the property. The surrounding site is overgrown and strewn with debris.



■ **ID 2** is an unoccupied and semi-ruinous property of c. 1950s date located on the north side of Fortunestown Lane. It is a single-storey, three-bay structure with an unpainted pebble-dashed façade and a recessed front entrance. The western half of the roof is missing. A flat-roofed, single-storey extension is attached to the rear. The front of the property is very overgrown and disturbed as is the side garden. A number of derelict sheds are located in the rear site.



■ **ID 3** is an unoccupied and semi-ruinous property of probable nineteenth century date located on the north side of Fortunestown Lane. It comprises a two-storey, two-bay dwelling fronting onto the roadside with a single-storey modern extension at the rear. A single-storey shed is attached to either side of the dwelling. The façade is unpainted and pebble-dashed and the roof is entirely missing. A single storey, semi-ruinous, rubble stone cottage flanks the west side of the rear yard. The foundations of a concrete shed are located in the northwest corner of the yard. There is no boundary to the rear site and debris is strewn throughout



7.3.2 Construction Impacts and Mitigation

Impacts

No protected structures are located in the corridor of the proposed Luas Line A1. ID 1, ID 2 and ID 3 lie within the corridor (Section C) of the proposed Luas Line A1 and as such are scheduled for removal. Of these ID1 & ID3 are of local architectural heritage merit. Saggart House, a protected structure, lies c.20m from the terminus of the proposed Luas Line A1. The proposed scheme will not impact upon this property.

Mitigation

The properties ID1 & ID3 are of local architectural heritage merit and as they are being demolished a photographic survey must be compiled of these two 19th century structures. As no other structures of architectural heritage merit will be subject to impacts, no other mitigation measures are considered necessary.

7.3.3 Operational Impacts and Mitigation

Impacts

It is not anticipated that any impacts will occur to the receiving architectural heritage environment during the operational phase.

Mitigation

No mitigation measures are considered necessary during the operational phase.

7.4 CULTURAL HERITAGE

7.4.1 Receiving Environment

The receiving environment is described below with reference to cultural heritage. The description of the existing conditions is made with reference to Sections A, B and C of the proposed Luas Line A1 as described in Chapter 3.0.

Field Inspection

The primary purpose of the cultural heritage field inspection was to identify potential cultural heritage features that are subject to direct or indirect impacts as a result of the proposed Luas Line A1. Each feature was assessed in the context of the surrounding landscape.

Townland names

Townland names are a source of valuable information in relation to land use and topography. They also play a valuable role remembering traditions associated with a particular area and also archaeological monuments and folklore that may otherwise be forgotten and lost to time. Below is a list of townland names through which the proposed route will pass through. The vast majority are of English coinage and demonstrate the division of land in relation to wealthy English landowners and the Irish settlers.

Table 7.3: Townland Names in the vicinity of the proposed Luas Line A1

Route Section	Townland Name	Derivation	Possible Meaning
A	Cookstown	English language place name, preserving the name of an individual landowner combined with the element 'town' from the old English ton meaning farmstead.	A farmstead or landholding belonging to the Cook family.
A	Whitehall	Later anglicised place name.	Possible reference to a specific element with the townland.
A and B	Cheeverstown	Reflect the presence of the English and Anglo-Norman settlers in the fertile lowlands. An Irish version of this townland name survives in the early modern record as Ballycheevers (Cal. Alen's Reg., 133; Census of 1659, 377) taken from Baile meaning an enclosed settlement/farmstead.	A farmstead or landholding belonging to the Cheevers family.
B and C	Brownsbarn	Preserves the name of an English settler family.	Reflecting a particular element within the landholding of the family.
B and C	Fortunestown	English language place name, preserving the name of an individual landowner combined with the element 'town' from the old English ton meaning farmstead	A place name referring to a landholding/ settlement belonging to the Fortune family.
C	Saggart/Tassaggard	Derives from Sacer (or Mosacra), the saint who reputedly founded the monastery at Saggart in the seventh century.	Refers to the original founder (dating to the Early Christian period) of Saggart.

Townland Boundaries

Townlands are land divisions that form a unique feature in the Irish landscape, their origins are undoubtedly of great antiquity, most certainly pre-Norman. They existed well before the establishment of parishes or counties. Townlands can take the form of natural boundaries such as routeways as well as artificially constructed earthen banks and ditch divisions; they are predominantly formed by well-built boundaries that demarcate the townland which are usually distinguishable from standard field division boundaries. There are 62,000 townlands in Ireland, grouped into civil parishes, then counties and finally provinces. The townland boundaries that the routes pass through or will have a partial direct impact upon are listed below:

- Cookstown-Whitehall
- Whitehall-Cheeverstown
- Cheeverstown-Brownsbarn
- Brownsbarn-Fortunestown
- Fortunestown-Saggart

Fettercairn Youth Horse Project

The affinity with horses and equestrian activity is a commonly found aspect of the cultural heritage of urban estates and inner areas of Dublin City. Often seen as having its roots in previous centuries when domestic horses played a key role in the commercial life of the city, as a means of transportation of people and goods, the continued presence of horses in residential areas reflects the cultural heritage of these areas. The Fettercairn Youth Horse Project is a modern active social and equestrian centre which is a manifestation of this tradition.

7.4.2 Construction Impacts and Mitigation

Impacts

From a cultural heritage perspective five townland boundaries will be impacted upon by the proposed Luas Line A1. In their name and physical expression, townlands represent the cultural or natural intrinsic inheritance of a specific region, they are a unique feature in the Irish landscape, and their origins are undoubtedly of great antiquity, most certainly pre-Norman. Townlands can take the form of natural boundaries such as routeways as well as artificially constructed earthen banks and ditch divisions. There will be a direct impact that can be mitigated at the site preparation stage of the proposal.

Mitigation

As part of the overall archaeological monitoring of the scheme, it is recommended that the monitoring of the removal of the townland boundaries be carried out and the nature and make up of a representative sample of the boundary be recorded (i.e. with photographs and a written description).

7.4.3 Operational Impacts and Mitigation

Impacts

It is not anticipated that any impacts will occur to the receiving cultural heritage environment during the operational phase.

Mitigation

No mitigation measures are considered necessary during the operational phase.

Figure 7.1 Archaeology/ Architectural Heritage – Location Drawing – Sections A/B

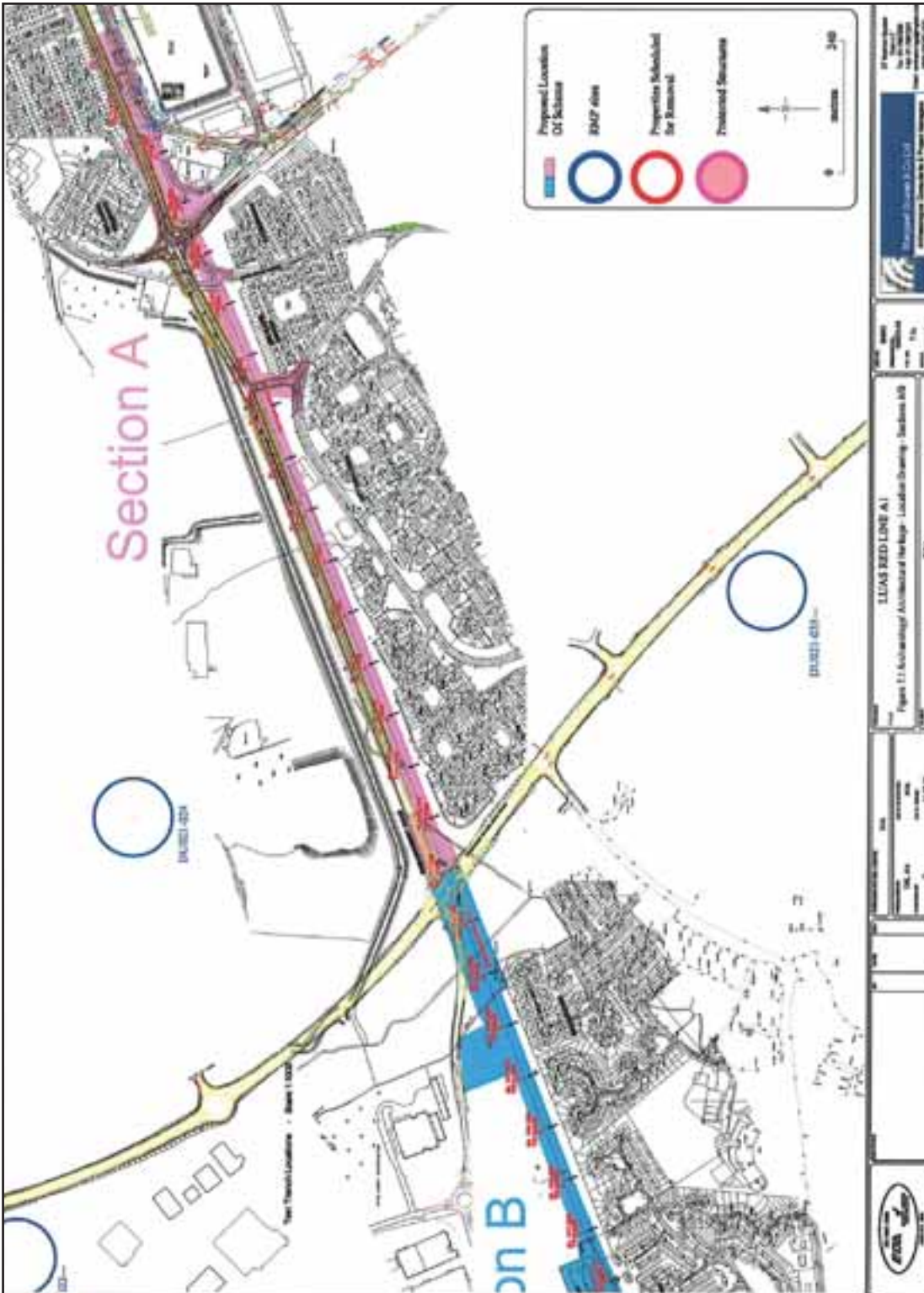


Figure 7.2 Archaeology/ Architectural Heritage – Location Drawing - Sections B/C

