

M7 Osberstown Interchange & R407 Sallins Bypass Scheme

M7 Osberstown Interchange & R407 Sallins Bypass Scheme

Chapter 8 - Archaeological & Cultural Heritage

Brief of Evidence

by

**Faith Bailey
Irish Archaeological Consultancy Ltd**

June 2014

1. Introduction

- 1.1 My name is Faith Bailey and I am a senior archaeologist and cultural heritage consultant with Irish Archaeological Consultancy (IAC) Ltd. IAC Ltd were employed as consultants to produce the archaeological and cultural heritage chapter (Chapter 8) of the M7 Osberstown Interchange & R407 Sallins Bypass Scheme environmental impact statement (EIS).
- 1.2 I have worked within the archaeological field for 12 years and have been employed in my current capacity for the past ten years. I graduated from the University of Wales, Lampeter in 2001, having studied a single honours degree in archaeology. I went on to study on a Masters course, also at Lampeter, in Cultural Landscape Management, graduating in 2003. I am also a licence eligible archaeologist.
- 1.3 I have extensive experience in the archaeological field on prehistoric and medieval excavations in Ireland. I have also been responsible for the production of over 200 Environmental Impact Assessments and desk top assessments with regards to archaeology, cultural heritage and architectural heritage. These include the N11/M11 Enniscorthy Bypass in County Wexford and the N22 Ballyvourney-Macroom Bypass in County Cork. IAC Ltd commenced work on the route options assessment for the scheme in November 2012. Assessment for the EIA commenced during May 2013.

Executive Summary

- Three Areas of Archaeological Potential have been identified within the receiving environment of the proposed scheme during the course of this assessment.
- Nines sites of Cultural Heritage significance have been identified within the receiving environment of the proposed scheme during the course of this assessment.
- A full assessment of impacts at both construction and operation stages upon the archaeological and cultural heritage resource has been carried out; all of which are accompanied by the appropriate mitigation measures.
- No objections have been lodged with regards to the archaeological and cultural heritage assessment.
- The Department of Arts, Heritage and the Gaeltacht are in agreement with all mitigations measures as outlined in section 8.6 of the assessment.

2. Impact Assessment Methodology

- 2.1 In order to assess the potential impacts upon the archaeological and cultural heritage resource, the following guidelines were used:

NRA Guidelines for the Assessment of Archaeological Heritage Impacts 2005

The potential impact type and level of impact are defined and described in full on page 16 and 17 of Chapter 8 of the EIS.

3. Existing Environment

Archaeological Heritage 6-14

- 3.1 The existing archaeological heritage environment is described in full on pages 6 to 14 of Chapter 8 of the EIS.
- 3.2 The existing cultural heritage environment is described in full on pages 14 to 17 of Chapter 8 of the EIS.

4. Impact Assessment

Construction

Archaeology

- 4.1 The landscape through which the proposed scheme traverses is dominated by the River Liffey. While nothing of specific archaeological significance was identified within the footprint of the development during field inspection, riverine environments were very attractive locations for settlement and activity. There may be a profound or significant direct negative impact on any archaeological features or deposits which have the potential to survive within the riverine environment of the Liffey. This would be caused by ground disturbance associated with the proposed road development.
- 4.2 While no direct negative impact is anticipated on the River Liffey it is proposed to significantly divert the smaller watercourse designated as Area of Archaeological Potential 3. There may be a profound or significant direct negative impact on any potential archaeological features or deposits associated with the watercourse.
- 4.3 Area of Archaeological Potential 1 in Castlesize townland, lies within the footprint of the proposed scheme. There may be a profound or significant direct negative impact on this feature should it prove to be of archaeological significance. This would be caused by ground disturbance associated with the proposed road development.
- 4.4 The proposed road development traverses a number of previously undisturbed greenfields. There may be a significant or profound direct negative impact on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in these greenfield areas. This would be caused by ground disturbances associated with the proposed development.

Cultural Heritage

- 4.5 The remains of a mill race (Cultural Heritage site 5), identified on the historic maps and directly associated with Osberstown House and corn mill, were noted during the field inspection within the footprint of the proposed scheme. There will be a significant direct negative impact on the remains of this feature caused by ground works associated with the proposed R407 Sallins Bypass.
- 4.6 The line of the 'dead canal' (Cultural heritage site 2) is located within the footprint of the proposed Sallins Link Road. There will be a significant direct negative impact on the feature caused by ground disturbance associated with the proposed scheme.
- 4.7 The proposed scheme traverses four townland boundaries; however only Townland boundary 4 will be directly impacted upon, as Townland boundary 3 has already been removed from within the footprint of the scheme. There will be a moderate direct negative impact on the section of Townland boundary 4. This will be caused by its removal as part of the proposed scheme.
- 4.8 The proposed scheme will cross the line of the Grand Canal (Cultural heritage site 1) and Dublin to Cork railway (Cultural heritage site 7). It is proposed to tunnel beneath the railway and bridge over the canal and as such there is no anticipated direct adverse impact on these features.
- 4.9 The proposed scheme will cross the path of a former road (now a farm track) within the townland of Osberstown (Cultural heritage site 8). The footprint of the scheme will also partially include the site of a post medieval farm (Cultural heritage site 9). Ground disturbances associated with the construction of the scheme will have a direct moderate negative impact on these two sites.

Operation

- 4.10 The proposed scheme passes within the vicinity of two designed landscapes, Osberstown House demesne (Cultural Heritage site 3) and Osberstown Hill demesne (Cultural Heritage site 4). The route of the proposed scheme follows existing modern trends in the landscape. There will be a moderate negative indirect impact on the landscape setting of CH 3 and a slight negative indirect impact on the landscape setting of CH 4.

5. Mitigation Measures

Construction

Archaeology

- 5.1 A programme of archaeological investigation (which will include geophysical survey and testing) will be undertaken in previously undisturbed greenfield areas within the footprint of proposed road development, and will include AAPs 1–3. A response from the Development Applications Unit of the Department of Arts, Heritage and the Gaeltacht has confirmed that the mitigations measures outlined within the chapter be carried out in full prior to development going ahead.

- 5.2 This work will be undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist. Full provision will be made for the resolution (by means of either excavation or preservation *in-situ*) of any archaeological features/deposits that may be discovered.
- 5.3 An archaeological wade survey will be undertaken at stream AAP 3 prior to any construction works. This work will be undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist. Full provision will be made for the resolution (by means of either excavation or preservation *in-situ*) of any archaeological features/deposits that may be discovered.

Cultural Heritage

- 5.4 Archaeological testing will also include an assessment of the section of mill race (CH 5) to be crossed by the proposed scheme. This work will be undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist. Full provision will be made for the resolution (by means of either excavation or preservation *in-situ*) of any archaeological features/deposits that may be discovered.
- 5.5 Archaeological testing will also include an assessment of the section of 'dead canal' (CH 2) to be impacted by the proposed road development. This will aim to assess and record the construction techniques employed during the late 18th century when this section of the canal was constructed and later abandoned. This work will be undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist.
- 5.6 A written and photographic record of the section of townland boundary (TB 4) to be impacted by the proposed road development will be undertaken prior to any construction works. This record will be supplemented by archaeological testing undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist.
- 5.7 Archaeological testing will also include an assessment of the remains of the former road and post medieval farmstead (CH 8 and 9) in Osberstown. This work will be undertaken by a licence eligible archaeological under Ministerial Directions issued by the DoAHG, in consultation with the National Museum of Ireland and the NRA Project Archaeologist. Full provision will be made for the resolution (by means of either excavation or preservation *in-situ*) of any archaeological features/deposits that may be discovered.

Operation

- 5.8 Additional planting of trees and hedgerows (as outlined in the landscape and visual chapter) will be installed along the existing planted northern boundary of the R407 Sallins Bypass, where it passes in close proximity to the southern part of Osberstown demesne, in order to mitigate against the indirect visual impact on designed landscape CH 3.

- 5.9 Additional hedgerows (as outlined in the landscape and visual chapter) will be installed along the western boundary of the R407 Sallins Bypass, where it passes in close proximity to the eastern part of Osberstown Hill demesne, in order to mitigate against the indirect visual impact on designed landscape CH 4.

6 Residual Impacts

- 6.2 Once all the above mitigation measures are carried out, then there will be no residual negative impact on the archaeological and cultural heritage resource at construction or operation stage.

7 Response to Submissions

- 7.2 There have been no objections with regard to the archaeological, architectural and cultural heritage resource.
- 7.3 A letter from the Development Applications Unit of the Department of Arts, Heritage and the Geltacht has recommended that all the mitigation measures outlined in Section 8.6 of the EIS be carried out in full prior to the development going ahead. This recommendation includes the archaeological investigation by means of geophysical survey and archaeological testing of all proposed offline sections. It is hereby confirmed that this will be carried out. Further, the Department recommended that a project archaeologist oversee the archaeological components of the Scheme and liaise as appropriate with the National Monuments Service and again, it is hereby confirmed that the NRA Project Archaeologist Mr Noel Dunne will oversee any archaeological components of the Scheme and will as appropriate liaise with the National Monument Service.