

9 Architectural Heritage

9.1 Introduction

This chapter has been prepared by Paul Arnold Architects evaluating the impacts of the proposed M7 Osberstown Interchange and R407 Sallins Bypass Co. Kildare on Architectural Heritage. This architectural heritage impact assessment is to be read in conjunction with figures contained in Volume 3, and in conjunction with other chapters of the EIS. The chapter sets out the methodology to be followed (Section 9.2), describes the existing environment (Section 9.3), reviews predicted impacts (Section 9.4), sets out mitigation measures proposed (Section 9.5) and describes anticipated residual impacts (Section 9.6)

9.2 Methodology

9.2.1 Introduction

Architectural Heritage structures are indicated on Figures 9.1 and 9.2.

Information on the proposed structures has been provided by the designers, which portrays the scale and dimension of the proposed scheme and associated lighting and soft landscaping. Reference in this chapter is made mainly to Osberstown House, which is a protected structure the setting of which is measurably impacted by the proposed development.

The Leinster Aqueduct which straddles the Liffey is a protected structure also and is located roughly three hundred and fifty metres from the proposed road development. It is not directly impacted, although there will be changes to its setting.

Reference number	AH -01
Photo reference no	9.1-9.11
Address	Osberstown House
Location co-ordinates	53°14'19.81"N, 6°40'55.03"W
Site type	House
Description	5 bay 3 storey house over a high basement with a triple-ridged roof. Single storey bows on either side of the rear entrance door and a 3 storey 1 bay wing were added.
Approximate date	Mid-18 th Century
Sources	Bence-Jones
Importance	Regional
Legal status	Protected structure, reference number B19-14 in Kildare County Council's 2011-2017 Development Plan
Approx. distance from proposed road	Approximately 200 m
Type of impact	Indirect impact

Reference number	AH -02
Photo reference no	9.12, 9.13
Address	Leinster Aqueduct

Location co-ordinates	53°14'50.59"N, 6°41'11.60"W
Site type	Aqueduct
Description	the aqueduct is a five-arch structure in limestone, with some granite components and with plain horizontal parapet
Approximate date	1783
Sources	Ruth Delaney
Importance	Regional
Legal status	Protected structure, reference number B19-13 in Kildare County Council's 2011-2017 Development Plan
Approx. distance from proposed road	Approximately 350 m
Type of impact	Indirect impact

Exclusions

No other structures of architectural merit will be impacted by the proposed road development. Accordingly detailed assessment is excluded for the following structures:

Reference number	AH -03
Structure	Cottage on southern side of canal
Location co-ordinates	53°14'47.29"N, 6°40'56.29"W
Site type	House
Approx. distance from proposed road	100 m

Reference number	AH -04
Structure	Castlesize Watch tower
Location co-ordinates	53°15'42.02"N, 6°40'20.90"W
Site type	Ruin
Approx. distance from proposed road	60 m

Reference number	AH -05
Structure	Two ruined buildings on northern side of canal in Osberstown
Location co-ordinates	53°14'49.85"N, 6°40'47.61"W
Site type	Ruin
Approx. distance from proposed road	40 m

Reference number	AH -06
Structure	Railway bridges
Location co-ordinates	53°15'59.63"N, 6°40'22.32"W
Site type	House
Approx. distance from proposed road	a) 240 m to bridge over the canal (east) b) 400 m to private bridge c) 750 m to bridge over the river (west)

Reference number	AH -11
Structure	Osberstown Hill House
Location co-ordinates	53°14'32.05"N, 6°40'59.16"W
Site type	House
Legal status	Osberstown Hill House sits on a site of landscape interest, which is recorded in the National Garden Inventory, but the house itself is a more recent construction and is not a protected structure
Approx. distance from proposed road	Approximately 600 m

Other buildings of potential interest are remote from the works:

Reference number	AH -07
Structure	Millicent Bridge
Location co-ordinates	53°15'52.00"N, 6°40'49.44"W
Site type	Bridge
Approx. distance from proposed road	Approximately 500 m

Reference number	AH -08
Structure	Millicent House Gate Lodge
Location co-ordinates	53°15'54.96"N, 6°40'52.70"W
Site type	House
Legal status	Protected structure, reference number B14-17 in Kildare County Council's 2011-2017 Development Plan
Approx. distance from proposed road	Approximately 630 m

Reference number	AH -09
Structure	Millicent House
Location co-ordinates	53°15'59.68"N, 6°40'36.80"W
Site type	House
Legal status	Protected structure, reference number B14-26 in Kildare County Council's 2011-2017 Development Plan
Approx. distance from proposed road	Approximately 650 m

Reference number	AH -10
Structure	Castlesize House
Location co-ordinates	53°15'59.63"N, 6°40'22.32"W
Site type	House
Legal status	Protected structure, reference number B14-13 in Kildare County Council's 2011-2017 Development Plan
Approx. distance from proposed road	Approximately 600m

9.3 Receiving Environment

The existing environment is assessed through examination on site and through appraisal of cartographic and other historical information. The assessment allows the significance of the existing historic landscape and its structures to be articulated.

The impacts are assessed through an examination of drawn information augmented by three-dimensional images. Reference is made to the Guidelines for the Assessment of Architectural Heritage Impacts of National Roads Schemes published by the National Roads Authority procedure for the assessment of impacts.

The impact of the proposed development on architectural heritage is appraised as:

- Direct or indirect
- Beneficial or negative

The degree/scale/magnitude of the impact is described as:

- Profound
- Significant
- Moderate
- Slight
- Imperceptible

In addition the sensitivity of the receiving environment is, where appropriate, described as:

- Highly sensitive
- Sensitive
- Neutral
- Robust
- Highly robust

9.3.1 Predicted Impacts

As part of the architectural heritage impact assessment, the predicted impacts of the proposed road development are assessed during the construction phase and the operational phase. Mitigation measures are then set out to minimise the effects of the impacts.

Construction phase

It is expected that construction will lead to non-permanent changes to the visual landscape, with bare earth being visible for a period pending establishment of ground cover.

Operational phase

The setting and associated lands of Osberstown House will be subject to noise and light pollution and visual disruption of the historic setting.

Mitigation Measures

Appropriate planting of trees to visually screen the proposed scheme from Osberstown House and diminish light and noise pollution.

9.4 Receiving Environment

9.4.1 Introduction

The existing M7 Motorway to be served by the junction and with which the proposed bypass is to connect is mature and passes through relatively featureless landscape in the vicinity of Sallins and Osberstown. Kildare County Development Plan characterizes the landscape of Kildare generally as follows:

County Kildare has a generally flat landform, with very little variation on its topography, and predominantly low vegetation. As a result extensive views can be obtained from hilltops, allowing vistas over long distances, and similarly from the lowland areas, the eyes are drawn to the primary and secondary ridgelines that define the skyline throughout the County. Ridgelines are conspicuous features of the natural landscape as they perform the important roles of providing an area with its identity, acting as dominant landscape focal points - presenting a strong contrast of form and colour where there is contact between the land and sky - and defining the extent of visual catchments.

The existing motorway is a dominant feature in the landscape.

9.4.2 Statutory Designation

9.4.2.1 Osberstown House

The proposed road development is located in proximity to the protected structure: Osberstown House, reference number B19-14 in Kildare County Council's 2011-2017 Development Plan. Interestingly, the house itself is not recorded in the published National Inventory of Architectural Heritage.

The grounds of Osberstown House are included in the National Inventory of Architectural Heritage; Survey of Historic Gardens and Designed Landscapes (KD-49-N-881216). Inclusion in this inventory does not convey any statutory protection to identified gardens. The Garden Survey Record is as follows:

- **Site Status:** Main features substantially present - peripheral features unrecognisable
- **Initial Overview**

Site Footprint Visible	Yes
Boundary Defined	Yes
Significant Development	No
Feature Richness Index	4

- **Architectural Features**

Principal Building	Yes
Garden Structures	No
Gateways and Gatehouses	No
Buildings of Indeterminate Purpose	No
Movement Within Site	
Entrances have changed	No
Drive position has changed	No
Avenues	No
Woodland Drives or Walks	No

- **Landscape Features**

Woodlands	Yes
Woodland Footprint Changed	No
Orchards	Yes
Parkland	Yes
Formal Garden	Yes
Kitchen / Walled and Productive Gardens	No
Vistas	No
Allees	No
Natural and Naturalistic Water Features	No
Artificial Water Features	No
Other Features	No

From this desktop appraisal by the National Inventory we can understand the following:

- That the plan of the gardens is relatively unaltered since first recorded on the first edition Ordnance Survey, as compared with an aerial photograph of recent date.
- That its general interest is modest and that there are no vistas associated with the garden.

9.4.2.2 Leinster Aqueduct

The Leinster Aqueduct, Kildare Development Plan 2011-2017 RPS Number B19-13 in Kildare County Council's 2011-2017 Development Plan, lies some three hundred and fifty metres from the proposed road development.

9.4.3 Historical Background

9.4.3.1 Osberstown House

Bence-Jones describes Osberstown House as follows: Basically a mid-c18 house of 3 storeys over a high basement and 5 bays, the top storey being treated as an attic above the cornice which becomes a baseless pediment over the 3 centre bays. Triple-ridged roof; oculus in pediment; quoins. Single storey bows were subsequently thrown out on either side of the entrance door [sic] and a 3 storey 1 bay wing added. Owned c18 by Lewis Jones; passed by marriage to the Digbys(PB). Afterwards owned successively by the Carroll, Murphy and Lawlor families.

One historic personage of note associated with the house is Dr John Esmonde, leader of the United Irishmen in the 1798 rebellion in attacks on Prosperous and Naas, for which enterprise he was subsequently hanged. The adjoining Oldtown House was the country residence of one of the most prolific Irish architects of the 18th century, Thomas Burgh, designer of, inter alia, the Long Room Library building at Trinity College and Royal, later Collins Barracks in Dublin. While there is clearly a possibility that Thomas Burgh, who died in 1730, could have had a part in the design of Osberstown, there is no evidence to hand of such an interesting connection.

Refer to Images 9.1 to 9.11, at the end of this chapter.

9.4.3.2 Historical background Leinster Aqueduct

A scheme to connect Dublin to the Shannon by means of navigable rivers and canals had been discussed since the early part of the eighteenth century. Following the voting of £20,000 by the Irish Parliament for work on a canal, surveying commenced in 1757. The location of a crossing of the River Liffey was itself the subject of some debate, the final, present, location being selected on the advice of the military engineer Charles Vallency.

Completed in 1783 by Richard Evans, the aqueduct is a five-arch structure in limestone, with some granite components and with plain horizontal parapet (most road bridges being hump-backed). Its architectural treatment can be described as robust and unadorned, the rudimentary structure being articulated only by keystones and string-courses.

The canal is carried across the bridge between two generous tow-paths, one being a local road. The structure is in serviceable condition, with evidence of generations of repairs and maintenance.

It is a good example of eighteenth century engineering and merits its protected structure status for special industrial, archaeological and technical interest.

Refer to Images 9.12 and 9.13, at the end of this chapter.

9.4.4 Historic Map Analysis

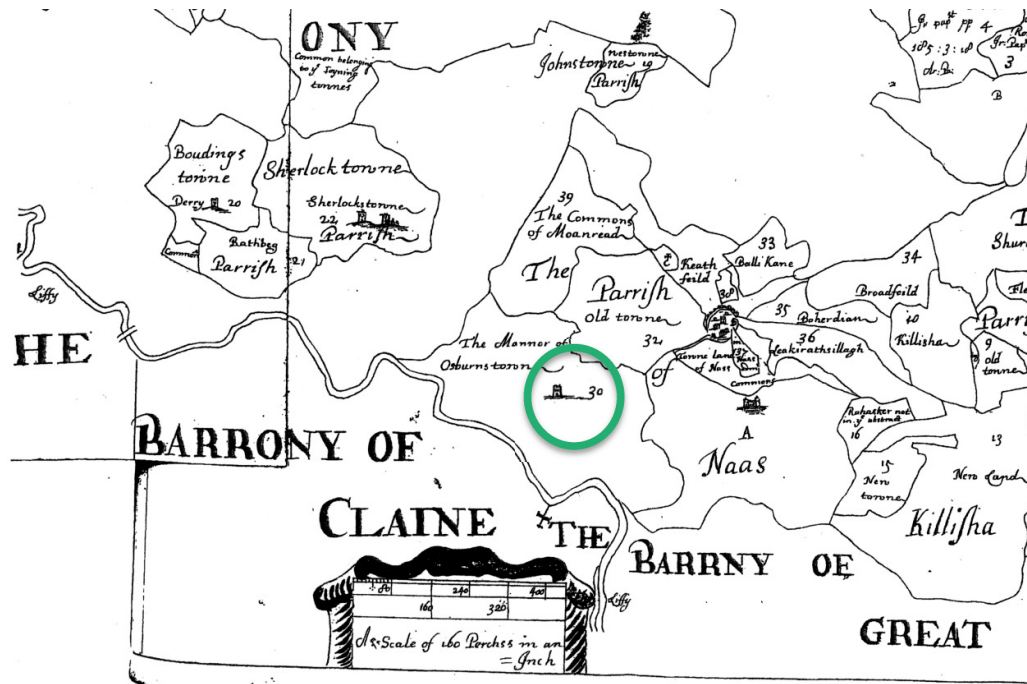


Figure 9.3 Extract from the Down Survey 1655, Barony of Clane.

On this early map, refer to Figure 9.3, a manor house is indicated (No. 30) within the townland of Osburnstowne. The precise location is not determinable from this map, but is most likely to be co-incident with the later house.

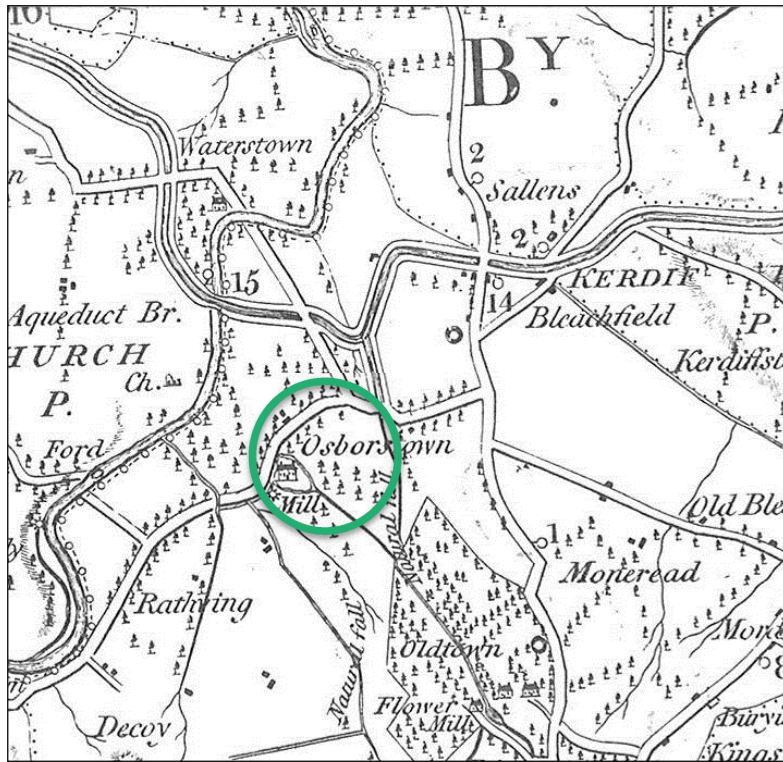


Figure 9.4 Extract from Taylor 1783

This map shown in Figure 9.4 confirms the existence of a house at *Osberstown* towards the end of the 18th century. A mill is indicated, perhaps in the location of the buildings to be found to the south of the present walled garden.

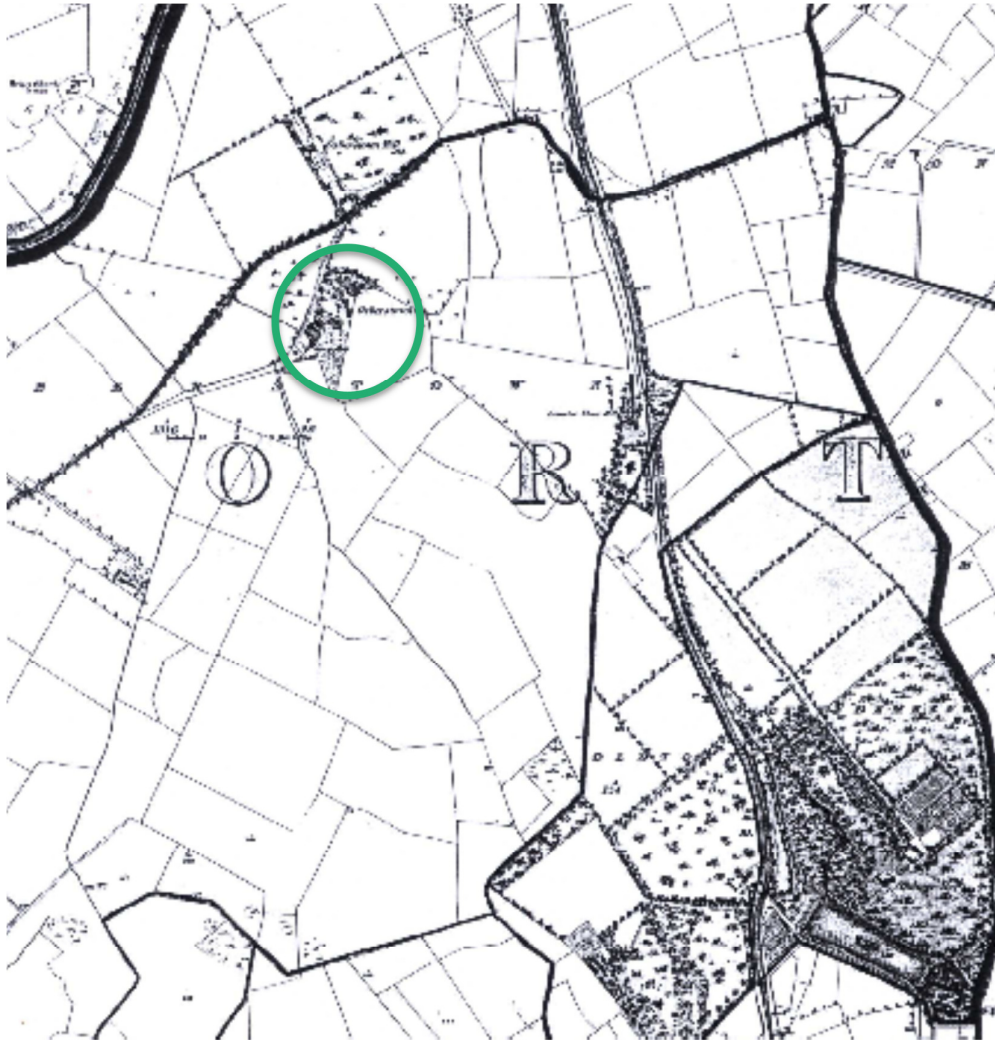


Figure 9.5 Extract from the Ordnance Survey Map of 1837

As originally constructed Osberstown House was well composed with its three storey five bay pedimented facades of brick with stone quoins, refer to Figure 9.5. A most interesting feature, which can be deduced from this first edition Ordnance Survey, was the relationship of the east, rear, and elevation of the house to the surrounding landscape: the east façade addressing the paddock to the east directly, without any intervening garden. It is a moot point whether that paddock at that time could have been considered to be part of the curtilage or attendant lands of the house. Subsequent developments redefined the curtilage, constructing a garden with defined boundaries to the east of the house, and rendering the paddock perhaps part of the attendant grounds or part of the setting.

Curtilage, according to the Department of the Environment, Heritage and Local Government Architectural Heritage Protection Guidelines (2004) (DoEHLG AHPG) can be taken to be *the parcel of land immediately associated with that structure and is (or was) in use for the purposes of that structure*. Thus, gardens, stables, access avenues can be deemed to be part of the curtilage.

The extent of the curtilage can be determined on a case by case basis: based on the above, the author assesses the curtilage of Osberstown House as indicated on Figure 9.6 below.

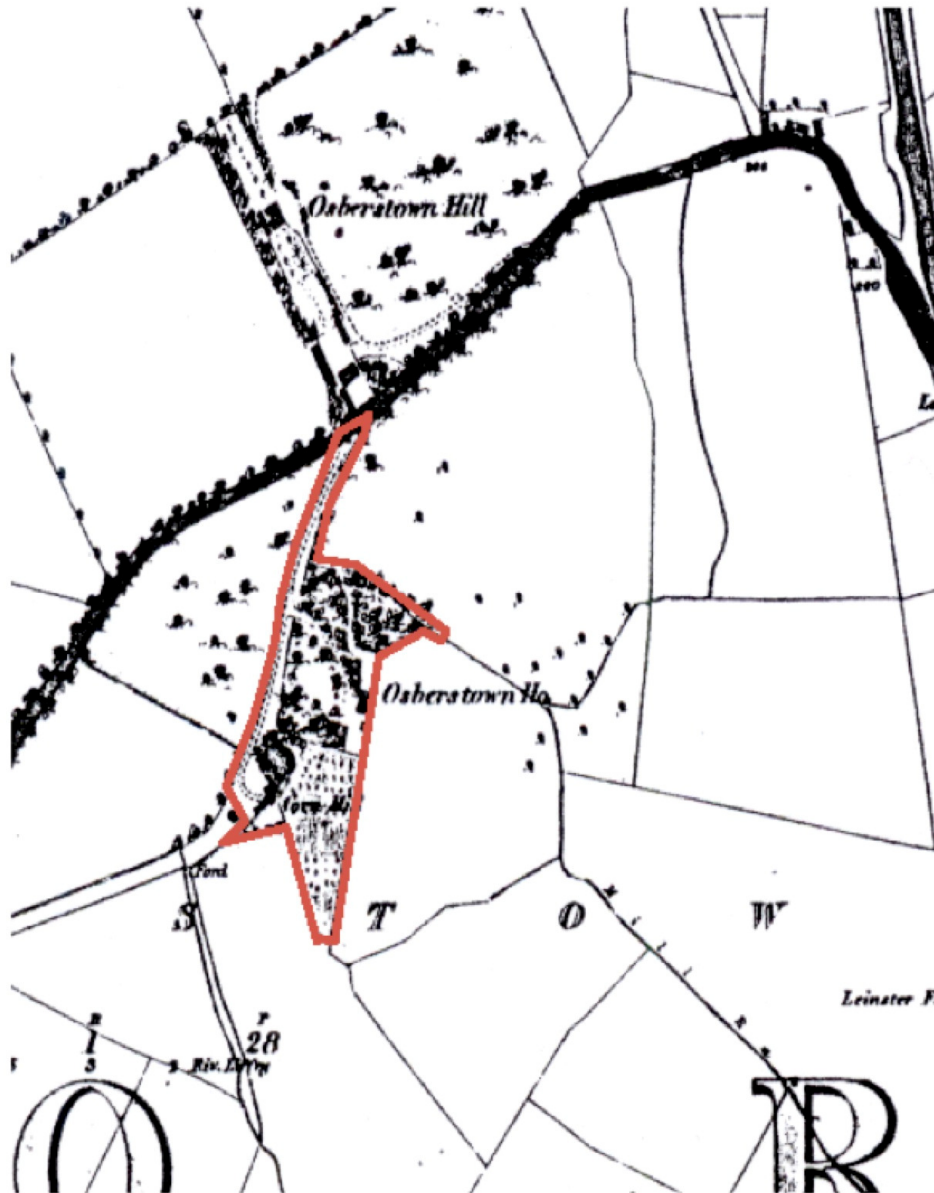


Figure 9.6 Nominal Historic Curtilage of Osberstown House indicated on Extract from the Ordnance Survey Map of 1837

Attendant grounds are defined within the DoEHLG AHPG as follows: *“The attendant grounds of a structure are lands outside the curtilage of the structure but which are associated with the structure and are intrinsic to its function, setting and/or appreciation.”*

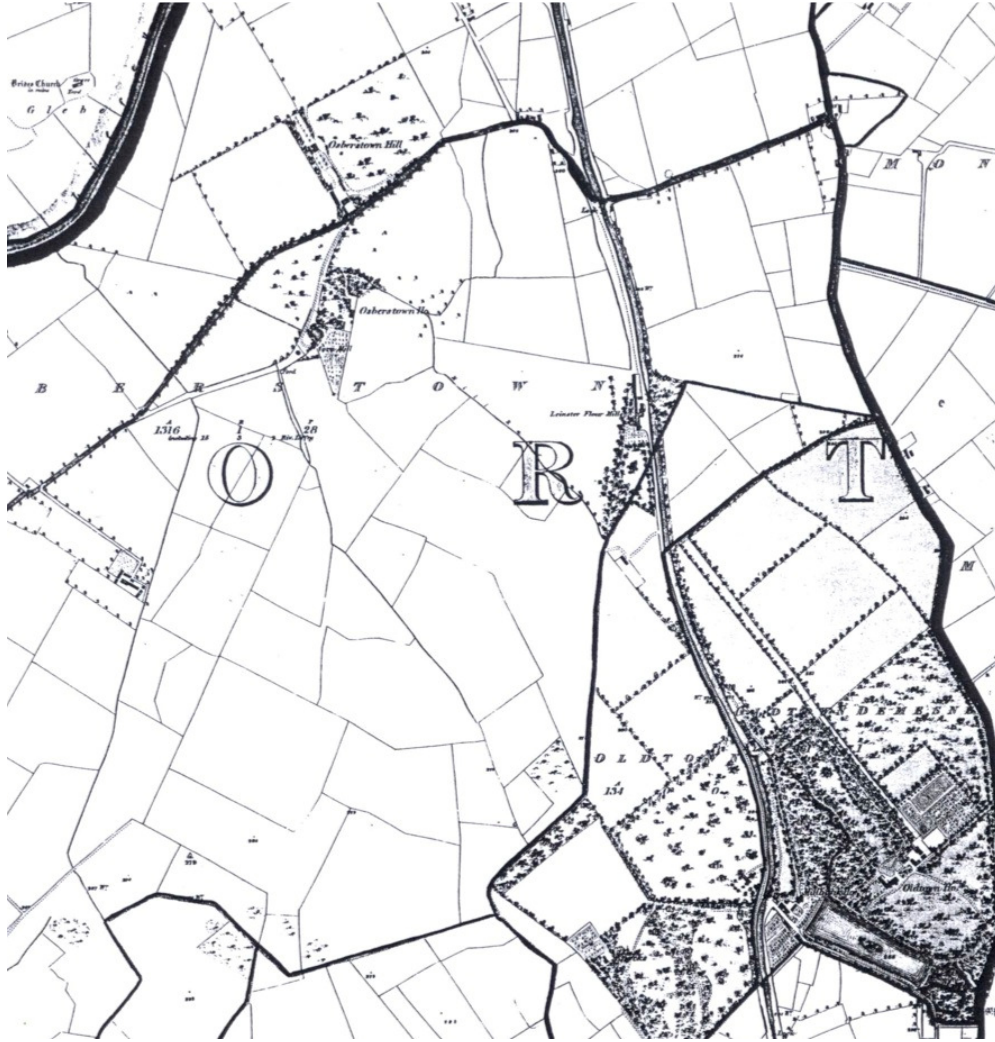


Figure 9.7 Osberstown House indicated on Extract from the Ordnance Survey Map of 1837

The map of 1837 shown in Figure 9.7 a delineated parcel of land including Osberstown House and Leinster Flour Mills which can be interpreted as being within one ownership.

The mill-race feeding the mill seems to emerge from a spring to the east of Osberstown House. The mill-race can be deemed to be part of the attendant lands of the Mill which lies to the south east of the M7 Motorway

Over time the property has devolved into separate ownership, and has also been divided by the construction, initially of the canal, and later of the M7 Motorway. Even the railway, constructed in the middle of the 19th century, struck a glancing blow as it was constructed passing by the north east corner of the holding.

Thus the regularly changing configuration of the landscape is associated with Osberstown House. It cannot be described as a designed landscape in the sense of its relationship with the main house.

Indeed, unlike the nearby Oldtown House, Osberstown House did not seek to impose itself on the landscape beyond its curtilage of garden and yards, or to the extent that it did, it was in the most diffuse way, its east façade rising directly from the paddock. This must have been a very satisfactory elevation.

Osberstown House was designed to be seen against its backdrop of trees planted in copses to the north and south of the house. There are no axial avenues.



Notional Curtilage based on a 25" OS map: Not to scale
Note extension of curtilage to east to encompass the garden extension.

Figure 9.8 Notional Extended Historic Curtilage of Osberstown House indicated on Extract from 25" OS Map

The extension of the garden to the east into the paddock diminished the impact of the east façade, which itself was compromised by the round bays ‘thrown up’ in the 19th century, and by the addition of the 3 storey single bay tower abutting the north wall. This garden extension which appropriated some of the land to the east of the house, can also be said to have extended the curtilage of the house, as indicated by the author on the 25” map above, Figure 9.8.

Within the east garden a screen wall one storey high has been erected on axis with the main house, acting as a termination of the garden vista as seen from the house. The horizon above this screen wall is dominated by the M7 Motorway embankment.



Figure 9.9 Aerial Photograph from NIAH Garden Survey Website

At present as shown in Figure 9.9, the landscape to the east of Osberstown House and gardens comprises open grassed fields with some hedgerows and trees which have been separately assessed in a tree survey. The M7 Motorway forms the real and perceptual boundary to the setting of the house as it exists now.

9.5 Architectural Heritage Impact Assessment

9.5.1 Summary of Proposed Scheme

The proposed scheme comprises the construction of the R407 Sallins Bypass with a proposed interchange on the M7 Motorway. A dual carriageway will rise to meet with the interchange.

There will be no lighting along the bypass mainline, but there will be lighting at the interchange and the intermediate junction on the bypass.

9.5.2 Impact on Osberstown House

In assessing the Architectural Heritage Impact of the proposed scheme, reference has been made to the DoEHLG AHPG and to the NRA Guidelines.

The character of architectural heritage as well as its fabric is identified in legislation as being the object of protection. Character can be impacted upon indirectly by development which does not directly impact upon the fabric of a protected structure. The proposed road development will not directly impact upon the protected structure of Osberstown House. The receiving environment at Osberstown House can be classified as ‘sensitive’. The proposed road development will have a ‘moderate negative’ indirect impact, as assessed in accordance with the NRA guidelines, on the setting of the house, given that it is visible from the house and from a number of points throughout the grounds.

The landscape and visual assessment proposed mitigation in the form of a ‘false-cutting’ berm effect rising to 2.0 m over highest level of road carriageway (*i.e.* over southern edge of M7 bound (south bound) carriageway, see Chapter 10 – *Landscape and Visual*). The noise and vibration assessment concluded that following the implementation of mitigation measures, there will be that there is no appreciable change in the ambient noise level at Osberstown House., see Chapter 11 –*Noise and Vibration*.

The proposed R407 Sallins Bypass by its very presence as a long linear feature in the landscape in proximity to the protected structure of Osberstown House will engender a change in the setting of the house. The impact can be classified as moderate and negative.

It is intended that the primary mitigatory measure of planting of trees and shrubs will address these impacts. However, the design of the landscape should be developed to achieve a non-linear treatment, to more effectively mask the scale of the proposed R407 Sallins Bypass, say by the planting of copses at intervals along the route.

9.5.3 Impact on the Leinster Aqueduct

The proposed development is quite remote from the aqueduct, being approximately 350 m from the Sallins Link Road Roundabout. There will be no direct impact on the fabric of the protected structure which is the aqueduct.

The setting of the aqueduct will change when viewed in the wider context of the river valley, the flat low-lying terrain within which the existing M7 Motorway sits and within which the proposed scheme is to be built. This environment, characterized by generations of infrastructure, road, canal and railway, will be altered by the proposed road development.

The immediate setting of the aqueduct will not change. The height of the proposed scheme at this location means that new views to the aqueduct will be available to road users. This may be regarded as a moderately positive impact. Views from the aqueduct to the countryside will be impacted by the proposed scheme. The receiving environment can be classified as ‘sensitive’.

The impact of the proposed road development is moderately negative. Mitigation is possible through judicious planting.

Following mitigation, the overall impact on the aqueduct can be described as neutral.

9.6 Mitigation Measures

It is intended that the primary mitigatory measure of planting of trees and shrubs will address these impacts. However, the design of the landscape will be developed to achieve a non-linear treatment, to more effectively mask the scale of the proposed scheme say by the planting of copses at intervals along the route, refer to Chapter 10 – *Landscape and Visual* for detail of landscaping measures.

Additionally, mitigation of the nocturnal impact, primarily associated with light from the new fixtures at the junction, will be achieved through appropriate shielding of the luminaires themselves.

9.7 Residual Impacts

The proposed scheme will not directly impact upon the protected structure of Osberstown House. It will have a ‘moderate negative’ indirect impact, as assessed in accordance with the NRA guidelines arising from the regional importance of the protected structure and the nature of the impact on the setting of the house, which includes the bypass being visible from within the curtilage and/or the attendant lands of the house. Mitigation is to be effected by comprehensively planting the verges.

9.8 References

Bence-Jones, Mark, *Burke’s Guide to Country Houses Volume 1*, 1978,

Bunbury, Turtle and Kavanagh, Art *The Landed Gentry and Aristocracy of County Kildare*, Irish Family Names 2004

Costello, Con: *Guide to Kildare & West Wicklow* Leinster Leader 1991

Delany, Ruth *Ireland’s Inland Waterways* Appletree Press 1992

National Roads Authority (online November 2013) *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes*

Department of Environment, Heritage and Local Government *Architectural Heritage Protection Guidelines* 2004

Kildare County Council *Development Plan 2011-2017*



Image 9.1: View of the main façade of Osberstown House



Image 9.2: View of the rear façade of Osberstown House: the bows and the right hand bay are later constructions, as is the conservatory



Image 9.3: View of the rear façade of Osberstown House from the field to the east: note the screen wall feature central to the garden arrangement.



Image 9.4: The South elevation of Osberstown House as viewed from the walled garden



Image 9.5: A view of Osberstown House as seen from the south east: note the associated stands of trees and the screen wall and planting within the garden. The proposed bypass will be outside of this area.



Image 9.6: A view from the top of the rear steps looking towards the rear garden



Image 9.7: Panoramic View of the main façade of Osberstown House. The proposed road is to be on the other side of the house.



Image 9.8: Panoramic View from the top of the steps on the rear of Osberstown House towards the east.



Image 9.9: Panoramic view from point close to midway along east wall of walled garden, looking generally east and south east: the farm overpass is perceptible in the distance on the right hand side.



Image 9.10: Panoramic view from point close to southern extremity of walled garden, looking generally east and south east: the farm overpass is right-of-centre in this image.



Image 9.11: Panoramic view towards Osberstown House from existing farm access overpass: the house is to the right of the right-hand timber railing. Note: all of the above panoramic images have been assembled from a number of photographs, and accordingly may include some distortion, but are otherwise representative of the subject matter.



Image 9.12: View of the Leinster Aqueduct from river



Image 9.13: View along canal at aqueduct

1.7 References

Aalan, F. H.A, Whelan K., & Stout, M., *Atlas of the Irish Rural Landscape*, Cork, University Press, Cork, 1977.

An Foras Fobartha: *Inventory of Outstanding Landscapes in Ireland*, 1977.

CAAS Environmental Agency, *Advice Notes on Current Practice (in the preparation of Environmental Impact Statements)*, Environmental Protection Agency, Wexford, 2003.

CAAS Environmental Agency, *Guidelines on Information to be contained in Environmental Impact Statements*, Environmental Protection Agency, Wexford, 2002.

Kildare County Council: *Landscape Character Assessment of County Kildare, 2004*

Kildare County Council: *Kildare County Development Plan, 2011- 2017*

.Kildare County Council: *Sallins Local Area Plan, 2009*

Kildare County Council: *Review of Clane, Sallins, Kilkock, Monasterevin and Kilcullen Local Area Plans 2013-2019: Background Issues Paper, 2013*

Naas Town Council: *Naas Town Development Plan, 2011- 2017*

National Inventory of Architectural Heritage: *Historic Gardens and Designed Landscapes*

<http://www.buildingsofireland.ie/Surveys/Gardens/gardensapp/FrontPage.jsp>

National Roads Authority, *A Guide to Landscape Treatments for National Road Schemes in Ireland*.

National Roads Authority, *Design Manual for Roads and Bridges*.

National Roads Authority, *Environmental Impact Assessment of National Road Schemes- A Practical Guide*.

National Roads Authority, *Guidelines for Protection and Preservation of Trees, Hedgerows and Scrub Prior to, during and Post Construction of National Road Schemes*.

National Roads Authority, *Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan*.

National Roads Authority, *Guidelines on the Management of Noxious Weeds and Non-Native Invasive Plant Species on National Roads*.

The Landscape Institute and the Institute of Environmental Management and Assessment, *Guidelines for Landscape and Visual Assessment*, 3rd Ed., London