

Appendix F

Archaeology and Architectural Heritage Report

Commercial-in-Confidence

Report No. 14164/R02

September 2007

SALLINS, COUNTY KILDARE

PROPOSED BYPASS AT SALLINS, COUNTY KILDARE: ROUTE CORRIDOR SELECTION STUDY

Kildare County Council
Áras Chill Dara,
Devoy Park,
Naas,
Co Kildare

SALLINS, COUNTY KILDARE

PROPOSED BYPASS AT SALLINS, COUNTY KILDARE: ROUTE CORRIDOR SELECTION STUDY

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Prepared by:	Andy Shelley		7 September 2007
Checked:	John Brown		7 September 2007
Gifford Approved:	Gerry Wait		7 September 2007

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Kildare County Council
Áras Chill Dara,
Devoy Park,
Naas,
Co Kildare

Gifford
Bankside Studios
76 - 80 Southwark Street
London
SE1 0PN

SALLINS, COUNTY KILDARE

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1. ARCHAEOLOGY AND ARCHITECTURAL HERITAGE

1.1 Introduction and methodology

Fehily Timoney Gifford have been appointed by Kildare County Council to produce the Archaeological and Architectural Heritage Route Corridor Selection Study report for the proposed R407 Sallins Bypass in Co. Kildare. The objective of this report is to identify a preferred route for the bypass from an archaeological and architectural heritage perspective. This has been done with reference to information presented in the Archaeological and Architectural Heritage Constraints Study report for the proposal (Gifford 2007), further research and consideration of a number of broad route corridor options. These routes are shown on Fig.1.

The study area lies wholly within Co Kildare, and is shown on Fig.1. It measures approximately 18 square kilometres and extends from north of the Castlesize Road and Bodenstown Road junctions on the R407 to the N7/M7 Naas dual carriageway, which forms the southern boundary of the area. The study area extends across parts of, or the whole of, the townlands of Sallins, Osberstown, Waterstown, Barrettstown, Castlesize, Bodenstown, Sherlockstown, Kerdiffstown, Monread North, Palmerstown Demesne and Greenhills.

The area lies to the north of Naas and forms a broad semi-circle to the north of the Naas dual carriageway, with Sallins towards its centre. In topographical terms it is relatively flat, under pasture for the most part and contains few areas of woodland. The eastern part of the area is dominated by golf courses and a quarry.

The study area is, however, chiefly defined by the number of arterial transport routes which traverse it. The Grand Canal (constructed in 1780) bisects the area in an east-to-west direction and its route within the study area is largely mirrored by the Dublin to Cork railway (built in 1846). The N7/M7 is also aligned east-to-west. The R407 Sallins to Clane Road forms the cardinal north-to-south route through the area, and Sallins village grew from the point at which the canal and subsequently the railway bisected the road. Both also cross the River Liffey, which flows in a north-to-south direction through the western part of the study area.

The Constraints Study identified sixty-four monuments, historic structures, historic gardens or designed landscapes within the study area, of which eight were duplicate records. Further research undertaken as part of this study has added a further twelve records.

The Route Corridor Selection Study has built on the baseline information presented in the Constraints Study, where all readily available sources of information were examined, and has added new desk-based research. In addition, a further site visit has been made to the study area, and some of the monuments on public and private land where they coincide with route corridor options have been examined.

The form of this Route Corridor Selection Study follows that recommended in the following guidelines;

- *Guidelines on the information to be contained in Environmental Impact Statements* (Environment Protection Agency, 2002);
- *Advice Notes in the Current Practice in the Preparation of Environmental Impact Statements* (Environment Protection Agency, 2003);
- *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes* (NRA, 2005);

- *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes* (NRA, 2005);
- *Environmental Impact Assessment of National Road Schemes - A Practical Guide* (NRA 2005).

2. DATA GATHERING

County Kildare does not yet have a published County Archaeological Survey, although the County Kildare Development Plan 2005-2011 does list a significant number of archaeological and historical monuments. In identifying heritage constraints the following sources were consulted during the Constraints Study:

- Record of Monuments and Places, including the Sites and Monuments Record
- Record of Protected Structures
- National Monuments
- Register of Historic Monuments
- National Inventory of Architectural Heritage
- County Kildare Development Plan 2005-2011
- Sallins Local Area Plan Adopted 2001

Additional research conducted as part of this second study has included;

- Examination of Record of Monuments and Places secondary files
- A visit to County Kildare Library and Arts Service Local Studies Department to inspect maps, books and other papers
- Consultation with Kildare County Council's Heritage Officer, Local Studies Officer and Conservation Officer
- Consideration of submissions resulting from the Public Consultation exercise

Maps inspected include;

- 1683 Down Survey
- 1752 Noble and Keenan
- 1783 Taylor
- 1837 Ordnance Survey 6"
- 1910 Ordnance Survey 1:2,500

Further site visits were conducted on;

- 19 July 2007
- 8 August 2007

3. THE ROUTE CORRIDORS

Nine route corridor options have been proposed (Fig. 1). In addition, one link segment has been suggested.

The full list of options is;

- Green Route
- Red/Cyan/Green Route
- Red/Cyan-Red Route Link/Green Route
- Red Route
- Red Route Option A

- Yellow/Purple Route
- Blue Route
- Purple Route
- Orange Route
- Green/Red Route Link to Naas Outer Ring Road

4. INVENTORY OF ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE CONSTRAINTS

The following tables detail the archaeological and architectural heritage constraints which are known, from the sources listed above, to exist within each route corridor. As in the Constraints Study, archaeological monuments listed in the RMP (Record of Monuments and Places) are provided with double-digit Gifford reference numbers, whilst architectural structures and monuments recorded in the county's RPS (Register of Protected Structures) and/or the National Index of Architectural Heritage for County Kildare (NIAH) are provided with three-digit Gifford reference numbers. Only those structures within the study area and rated in the NIAH as Regional or above have been included, but historic gardens or designed landscapes shown in the NIAH are also included.

A significant difficulty has been locating some of the constraints listed in national databases. Both the grid co-ordinates provided on the NIAH website and those provided for the Record of Protected Structures by Kildare County Council appear to be incorrect. In these cases, therefore, the accurate positioning of archaeological and architectural heritage constraints on Fig. 2 cannot be guaranteed.

There are many more records for the study area in the NIAH for County Kildare than in the RPS. Kildare County Council's Heritage Officer has indicated that all the structures listed in the NIAH for County Kildare which have a rating of Regional or above will eventually be placed on the Record of Protected Structures (Bridget Loughlin pers. comm.). The definition of Regional, National and International used by the NIAH is given in the NIAH Handbook (www.buildingsofireland.ie/Resources/NIAHHandbook).

There are no National Monuments or Conservation Areas within the study area.

Historic structures which do not feature in the NIAH or RPS but which have been identified during the course of the site visits are also included. Searches of the readily available data indicate these have no legal status.

Features, sites and structures shown to have existed on the 1837 1st Edition Ordnance Survey map and whose location appear on one or more Route Corridor Options have also been included. Some of these, notably buildings, do not appear on the RPS or the NIAH for Co. Kildare. Future site visits would be required to verify their inclusion in the inventories.

The Gifford reference numbering system (GR) used in this report is not always consecutive. Where this is the case it is because sites or buildings have been removed from later drafts of this report, or monuments/structures/historic gardens and designed landscapes listed in the Constraints Study's Inventory of Archaeological and Architectural Heritage for the study area do not appear within any of the route corridor options.

In line with the National Road Authority's *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes* (NRA 2005) and *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes* (NRA 2005) the study area width for each route corridor option is 500m (250m each side of the centre line) for archaeological heritage and 200m (100m each side of the centre line) for architectural heritage. The study area width used by Fehily Timoney Gifford for other environmental aspects may differ again from these study area widths.

4.1 Green Route

Table 1: Inventory of Archaeological and Architectural Heritage Constraints - Green Route (Fig.3)

Gifford Ref	14
Legal Status	Recorded Monument
Reference Number	KD019-013
Townland	Osberstown
Site Type	Earthwork
National Grid Reference	287360/221240
Description	Oval-shaped mound, rising to c. 2m in height, with wide and shallow (c. 1m deep) ditch to the north and concave depression to the south. Partially overgrown. Visited. See Plate 3.
Sources	RMP
Approx distance from Green Route centre line	128m
Type of Impact	Indirect

Gifford Ref	161
Legal Status	None known
Reference Number	n/a
Townland	Castlesize
Site Type	Watch tower
National Grid Reference	288637/224261
Description	Square masonry building, now in ruins, standing at the junction of field boundaries. Of several storeys, original heated on first-floor, ground floor vaulted. Not shown on the 1837 6-inch map. Possibly of mid 19th-century date and intended as a folly. To the south, a field entrance is flanked by two ornate gateposts, possibly part of the same design. Visited. See Plates 9 and 10.
Sources	Shown on 1910 1:2,500 map as 'In Ruins', and later editions. Visited.
Approx distance from Green Route centre line	60m
Type of Impact	Indirect

Gifford Ref	169
Legal Status	None known
Reference Number	n/a
Townland	Osberstown/Waterstown

Site Type	River crossing
National Grid Reference	286970/221649
Description	Former ford across the River Liffey. Shown on the 1837 Ordnance Survey map as 'Castlekeely Ford'. Not visited.
Sources	1837 6-inch map
Approx distance from Green Route centre line	125m
Type of Impact	Indirect

Gifford Ref	170
Legal Status	None known
Reference Number	n/a
Townland	Waterstown
Site Type	Building
National Grid Reference	287015/221731
Description	Shown on the 1837 6-inch map as a cottage, not shown on current maps. Not visited. Likely to have been obliterated by construction of the Dublin-Cork railway
Sources	1837 6-inch map
Approx distance from Green Route centre line	60m (centre)
Type of Impact	Indirect

Gifford Ref	171
Legal Status	None known
Reference Number	n/a
Townland	Waterstown
Site Type	?Farm
National Grid Reference	286936/222589
Description	A range of buildings in this spot appear on the 1837 6-inch map. It is not known whether the current buildings are the same as those shown on the earlier map. Not visited.
Sources	1837 6-inch map
Approx distance from Green Route centre line	90m from the easternmost building of the collection
Type of Impact	Indirect

Gifford Ref	172
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Legal Status	None known
Reference Number	n/a
Townland	Waterstown
Site Type	?Farm and gardens
National Grid Reference	287577/223401 (centre)
Description	A range of buildings in this spot appear on the 1837 6-inch map. A large garden to the east of the buildings is also shown. It is not known whether the current buildings are the same as those shown on the earlier map. Not visited.
Sources	1837 6-inch map
Approx distance from Green Route centre line	0m from south-eastern point of the gardens
Type of Impact	Direct.

Gifford Ref	173
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	Route
National Grid Reference	287878/223036 (centre)
Description	Shown on the 1837 6-inch map as an tree-lined avenue which crossed the River Liffey by way of a ford and is today represented by a field boundary. Not visited.
Sources	1837 6-inch map
Approx distance from Green Route centre line	0m at northern end
Type of Impact	Direct

Gifford Ref	174
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288270/223552 (centre)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Green Route centre line	80m

Type of Impact	Indirect
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4.2 Red/Cyan/Green Route

Table 2: Inventory of Archaeological and Architectural Heritage Constraints - Red/Cyan/Green Route (Fig.4)

Gifford Ref	175
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Building
National Grid Reference	287949/222651
Description	Marked as a building on the 1837 6-inch map, no longer shown on current maps. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan/Green Route centre line	45m
Type of Impact	Direct

Gifford Ref	173
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	Route
National Grid Reference	287878/223036 (centre)
Description	Shown on the 1837 6-inch map as an tree-lined avenue which crossed the River Liffey by way of a ford and is today represented by a field boundary. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	162
Legal Status	None known
Reference Number	KD-49-N-880222
Townland	Osberstown
Site Type	House and parkland

National Grid Reference	288091/222103 (centre)
Description	Osberstown Hill, marked as 'Hill House' on 1939 6-inch map. Georgian house with detached farm buildings. Landscaped grounds to the east of the buildings shown on the 1837 6-inch map, now pasture, although several parkland trees survive. Visited.
Sources	NIAH, 1837 6-inch map.
Approx distance from Red/Cyan/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	174
Legal Status	None known
Reference Number	n/a
Townland	Waterstown
Site Type	Brick field
National Grid Reference	288270/223552 (centre)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan/Green Route centre line	50m
Type of Impact	Indirect

Gifford Ref	176
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	River crossing
National Grid Reference	288252/223098
Description	River Liffey crossing, marked as 'Stepping Stones' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan/Green Route centre line	200m
Type of Impact	Indirect

Gifford Ref	178
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288436/223674 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan/Green Route centre line	250m
Type of Impact	No predicted impact

Gifford Ref	161
Legal Status	None known
Reference Number	n/a
Townland	Castlesize
Site Type	Watch tower
National Grid Reference	288637/224261
Description	Square masonry building, now in ruins, standing at the junction of field boundaries. Of several storeys, original heated on first-floor, ground floor vaulted. Not shown on the 1837 6-inch map. Possibly of mid 19th-century date and intended as a folly. To the south, a field entrance is flanked by two ornate gateposts, possibly part of the same design. Visited. Plates 9 and 10.
Sources	Shown on 1910 1:2,500 map as 'In Ruins', and later editions. Visited.
Approx distance from Red/Cyan/Green Route centre line	60m
Type of Impact	Indirect

Gifford Ref	16
Legal Status	Recorded Monument
Reference Number	KD019-047
Townland	Oldtown Demesne
Site Type	Non-antiquity
National Grid Reference	288110/221440
Description	Described on the RMP as a 'non-antiquity', but in the RMP archive

	as a souterrain. The souterrain in question is marked on the 1938-1939 map, and this shows that the monument clearly lies to the south of its RMP position. Visited.
Sources	RMP archive
Approx distance from Red/Cyan/Green Route centre line	88m
Type of Impact	No predicted impact

Gifford Ref	158/163
Legal Status	Protected Structure
Reference Number	B19-14
Townland	Osberstown
Site Type	House and grounds
National Grid Reference	288037/221728
Description	'Osberstown House'. The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps. Visited. Plates 1 and 2, Fig.5.
Sources	RPS, Ordnance Survey maps
Approx distance from Red/Cyan/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	162
Legal Status	None known
Reference Number	KD-49-N-880222
Townland	Osberstown
Site Type	House and parkland
National Grid Reference	288091/222103 (centre)
Description	Osberstown Hill, marked as 'Hill House' on 1939 6-inch map. Georgian house with detached farm buildings. Landscaped grounds to the east of the buildings shown on the 1837 6-inch map, now pasture, although several parkland trees survive. Visited. Plates 4 and 5.
Sources	NIAH, 1837 6-inch map.

Approx distance from Red/Cyan/Green Route centre line	0m
Type of Impact	Direct

4.3 Red/Cyan-Red Route link/Green Route

Table 3: Inventory of Archaeological and Architectural Heritage Constraints - Red/Cyan-Red route link/Green Route (Fig.6)

Gifford Ref	178
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288436/223674 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	250m (centre)
Type of Impact	No predicted impact

Gifford Ref	161
Legal Status	None known
Reference Number	n/a
Townland	Castlesize
Site Type	Watch tower
National Grid Reference	288637/224261
Description	Square masonry building, now in ruins, standing at the junction of field boundaries. Of several storeys, original heated on first-floor, ground floor vaulted. Not shown on the 1837 6-inch map. Possibly of mid 19th-century date and intended as a folly. To the south, a field entrance is flanked by two ornate gateposts, possibly part of the same design. Visited. See Plates 9 and 10.
Sources	Shown on 1910 1:2,500 map as 'In Ruins', and later editions. Visited.
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	60m
Type of Impact	Indirect

Gifford Ref	175
Legal Status	None known
Reference Number	n/a

Townland	Osberstown
Site Type	Building
National Grid Reference	287949/222651
Description	Marked as a building on the 1837 6-inch map, no longer shown on current maps. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	212m (centre)
Type of Impact	Indirect

Gifford Ref	16
Legal Status	Recorded Monument
Reference Number	KD019-047
Townland	Oldtown Demesne
Site Type	Non-antiquity
National Grid Reference	288110/221440
Description	Described on the RMP as a 'non-antiquity', but in the RMP archive as a souterrain. The souterrain in question is marked on the 1938-1939 map, and this shows that the monument clearly lies to the south of its RMP position. Visited.
Sources	RMP archive
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	88m
Type of Impact	No predicted impact

Gifford Ref	173
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	Route
National Grid Reference	287878/223036 (centre)
Description	Shown on the 1837 6-inch map as an tree-lined avenue which crossed the River Liffey by way of a ford and is today represented by a field boundary. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan-Red Route	0m at southern end

Link/Green Route centre line	
Type of Impact	Direct

Gifford Ref	176
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	River crossing
National Grid Reference	288252/223098
Description	River Liffey crossing, marked as 'Stepping Stones' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	88m
Type of Impact	No predicted impact

Gifford Ref	, /163
Legal Status	Protected Structure
Reference Number	B19-14
Townland	Osberstown
Site Type	House and grounds
National Grid Reference	288037/221728
Description	'Osberstown House'. The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps. See Plates 1 and 2, Fig.5.
Sources	RPS, Ordnance Survey maps
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	162
Legal Status	None known

Reference Number	KD-49-N-880222
Townland	Osberstown
Site Type	House and parkland
National Grid Reference	288091/222103 (centre)
Description	Osberstown Hill, marked as 'Hill House' on 1939 6-inch map. Georgian house with detached farm buildings. Landscaped grounds to the east of the buildings shown on the 1837 6-inch map, now pasture, although several parkland trees survive. Visited. See Plates 4 and 5.
Sources	NIAH, 1837 6-inch map.
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	177
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Former buildings
National Grid Reference	288179/222644
Description	Marked as buildings on the 1837 6-inch map, no longer shown on current maps. Not visited.
Sources	1837 6-inch map and 1910 1:2,500 map
Approx distance from Red/Cyan-Red Route Link/Green Route centre line	0m
Type of Impact	Direct

Gifford Ref	174
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288270/223552 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red/Cyan-Red Route	53m

Link/Green Route centre line	
Type of Impact	Indirect

4.4 Red Route

Table 4: Inventory of Archaeological and Architectural Heritage Constraints - Red Route (Fig.7)

Gifford Ref	16
Legal Status	Recorded Monument
Reference Number	KD019-047
Townland	Oldtown Demesne
Site Type	Non-antiquity
National Grid Reference	288110/221440
Description	Described on the RMP as a 'non-antiquity', but in the RMP archive as a souterrain. The souterrain in question is marked on the 1938-1939 map, and this shows that the monument clearly lies to the south of its RMP position. Visited.
Sources	RMP archive
Approx distance from Red Route centre line	88m
Type of Impact	No predicted impact

Gifford Ref	162
Legal Status	None known
Reference Number	KD-49-N-880222
Townland	Osberstown
Site Type	House and parkland
National Grid Reference	288091/222103 (centre)
Description	Osberstown Hill, marked as 'Hill House' on 1939 6-inch map. Georgian house with detached farm buildings. Landscaped grounds to the east of the buildings shown on the 1837 6-inch map, now pasture, although several parkland trees survive. Visited. See Plates 4 and 5.
Sources	NIAH, 1837 6-inch map.
Approx distance from Red Route centre line	0m
Type of Impact	Direct

Gifford Ref	158/163
Legal Status	Protected Structure
Reference Number	B19-14
Townland	Osberstown

Site Type	House and grounds
National Grid Reference	288037/221728
Description	'Osberstown House'. The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps. See Plates 1 and 2, Fig.5.
Sources	RPS, Ordnance Survey maps
Approx distance from Red Route centre line	0m
Type of Impact	Direct

Gifford Ref	176
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	River crossing
National Grid Reference	288252/223098
Description	River Liffey crossing, marked as 'Stepping Stones' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map. Not visited.
Approx distance from Cyan/Red Route Link centre line	60m
Type of Impact	Indirect

Gifford Ref	177
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Former buildings
National Grid Reference	288179/222644
Description	Marked as buildings on the 1837 6-inch map, no longer shown on current maps. Not visited.
Sources	1837 6-inch map and 1910 1:2,500 map

Approx distance from Red Route centre line	0m
Type of Impact	Direct

Gifford Ref	174
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288270/223552 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red Route centre line	80m
Type of Impact	No predicted impact

Gifford Ref	178
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288436/223674 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red Route centre line	55m
Type of Impact	No predicted impact

4.5 Red Route Option A

Table 5: Inventory of Archaeological and Architectural Heritage Constraints - Red Route Option A (Fig.8)

Gifford Ref	160
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Bridge
National Grid Reference	288885/222064
Description	Bridge which originally carried Osberstown Road over a railway line between Sallins and Naas. The bridge survives in good condition. Built by Courtney Stephens & Bailey of Dublin in 1883. Visited. See Plates 7 and 8.
Sources	Site visit
Approx distance from Red Route Option A centre line	0m
Type of Impact	Direct

Gifford Ref	179
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Buildings
National Grid Reference	289167/222181
Description	A collection of buildings in this spot are shown on the 1837 6-inch map beside the Naas-Clane road. Not visited.
Sources	1837 6-inch map
Approx distance from Red Route Option A centre line	54m (centre)
Type of Impact	Indirect

Gifford Ref	162
Legal Status	None known
Reference Number	KD-49-N-880222
Townland	Osberstown
Site Type	House and parkland
National Grid Reference	288091/222103 (centre)

Description	Osberstown Hill, marked as 'Hill House' on 1939 6-inch map. Georgian house with detached farm buildings. Landscaped grounds to the east of the buildings shown on the 1837 6-inch map, now pasture, although several parkland trees survive. Visited. See Plates 4 and 5.
Sources	NIAH, 1837 6-inch map.
Approx distance from Red Route Option A centre line	0m
Type of Impact	Direct

Gifford Ref	176
Legal Status	None known
Reference Number	n/a
Townland	Waterstown/Osberstown
Site Type	River crossing
National Grid Reference	288252/223098
Description	River Liffey crossing, marked as 'Stepping Stones' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map. Not visited.
Approx distance from Red Route Option A centre line	60m
Type of Impact	Indirect

Gifford Ref	177
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Former buildings
National Grid Reference	288179/222644
Description	Marked as buildings on the 1837 6-inch map, no longer shown on current maps. Not visited.
Sources	1837 6-inch map and 1910 1:2,500 map
Approx distance from Red Route Option A centre line	0m
Type of Impact	Direct

Gifford Ref	174
Legal Status	None known

Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288270/223552 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red Route Option A centre line	80m
Type of Impact	No predicted impact

Gifford Ref	178
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288436/223674 (centred)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited.
Sources	1837 6-inch map
Approx distance from Red Route centre line	55m
Type of Impact	No predicted impact

4.6 Yellow/Purple Route

Table 6: Inventory of Archaeological and Architectural Heritage Constraints - Yellow/Purple Route (Fig.8)

Gifford Ref	179
Legal Status	None known
Reference Number	n/a
Townland	Osberstown
Site Type	Buildings
National Grid Reference	289167/222181
Description	A collection of buildings in this spot are shown on the 1837 6-inch map beside the Naas-Clane road. Not visited.
Sources	1837 6-inch map
Approx distance from Yellow/Purple Route centre line	77m (centre)
Type of Impact	Indirect

Gifford Ref	180
Legal Status	None known
Reference Number	n/a
Townland	Sallins
Site Type	Quarry
National Grid Reference	289622/223513 (centre)
Description	Two small quarries marked on the 1837 6-inch map, no longer visible in the landscape. Not visited.
Sources	1837 6-inch map
Approx distance from Yellow/Purple Route centre line	0m
Type of Impact	Direct

Gifford Ref	122
Legal Status	None known
Reference Number	11811033
Townland	Sallins
Site Type	House
National Grid Reference	289797/223287 (centre)

Description	Detached five-bay single-storey cottage, c.1770, probably originally thatched retaining early fenestration. Reroofed, c.1950. Gable-ended roof. Replacement corrugated-iron, c.1950. Iron ridge tiles. Red brick chimney stacks. Rendered coping to gables. Iron rainwater goods. Roughcast walls (probably over rubble stone or mud-walled construction). Painted. Square-headed openings. Stone sills. 2/2 timber sash windows. Replacement glazed timber panelled door, c.1980. Set back from road in own grounds. Concrete forecourt to front. Gateway to south-east comprising pair of roughcast piers with wrought iron gates. Not visited.
Sources	NIAH
Approx distance from Yellow/Purple Route centre line	21m
Type of Impact	Direct

Gifford Ref	159
Legal Status	None known
Reference Number	n/a
Townland	Sallins
Site Type	Industrial building
National Grid Reference	289841/223166 (centre)
Description	Derelict building sited on the north bank of the Grand Canal. Possibly the remains of a failed venture in the early 20th century to produce sugar. Visited. See Plate 6.
Sources	Site visit
Approx distance from Yellow/Purple Route centre line	18m
Type of Impact	Direct

Gifford Ref	126
Legal Status	None known
Reference Number	11811037
Townland	Kerdiffstown
Site Type	Bridge
National Grid Reference	290084/223176
Description	Three-span cut-stone railway bridge over canal, c.1870, on a skewed plan. Renovated, c.1970, with parapet walls rebuilt. Coursed rock-faced rubble stone walls. Rubble stone piers. Three flat spans with concrete lintels (one rebuilt, c.1970, with steel girders to underside). Sited spanning Grand Canal as part of

	Great Southern and Western Railway line with grass banks to canal. Visited.
Sources	NIAH
Approx distance from Yellow/Purple Route centre line	97m
Type of Impact	Indirect

4.7 Blue Route

Table 7: Inventory of Archaeological and Architectural Heritage Constraints - Blue Route (Fig.10)

Gifford Ref	10
Legal Status	Recorded Monument
Reference Number	KD019-004
Townland	Osberstown
Site Type	Enclosure
National Grid Reference	289070/222520
Description	Marked on a map from 1783 as a circular doughnut, which is not shown on the 1837 6-inch map. It re-appears on the 1938-1939 6-inch map, but is no longer visible on the ground. It is possible that this earthwork has been obliterated since 1939, although it may survive below the ground surface. Visited.
Sources	RMP, 1783 Taylor map, 1938-1939 6-inch map
Approx distance from Blue Route centre line	48m
Type of Impact	Direct

Gifford Ref	178
Legal Status	None known
Reference Number	n/a
Townland	Barrettstown
Site Type	Brick field
National Grid Reference	288435/223674 (centre)
Description	Marked as 'Brick Field' on 1837 6-inch map. Not visited
Sources	1837 6-inch map
Approx distance from Blue Route centre line	246m (centre)
Type of Impact	No predicted impact.

4.8 Purple route

Table 8: Inventory of Archaeological and Architectural Heritage Constraints - Purple Route (Fig.11)

Gifford Ref	180
Legal Status	None known
Reference Number	n/a
Townland	Sallins
Site Type	Quarry
National Grid Reference	289622/223513 (centre)
Description	Two small quarries marked on the 1837 6-inch map, no longer visible in the landscape. Not visited.
Sources	1837 6-inch map
Approx distance from Purple Route centre line	0m
Type of Impact	Direct

Gifford Ref	122
Legal Status	None known
Reference Number	11811033
Townland	Sallins
Site Type	House
National Grid Reference	289797/223287 (centre)
Description	Detached five-bay single-storey cottage, c.1770, probably originally thatched retaining early fenestration. Reroofed, c.1950. Gable-ended roof. Replacement corrugated-iron, c.1950. Iron ridge tiles. Red brick chimney stacks. Rendered coping to gables. Iron rainwater goods. Roughcast walls (probably over rubble stone or mud-walled construction). Painted. Square-headed openings. Stone sills. 2/2 timber sash windows. Replacement glazed timber panelled door, c.1980. Set back from road in own grounds. Concrete forecourt to front. Gateway to south-east comprising pair of roughcast piers with wrought iron gates. Not visited.
Sources	NIAH
Approx distance from Purple Route centre line	21m
Type of Impact	Direct

Gifford Ref	159
Legal Status	None known
Reference Number	n/a

Townland	Sallins
Site Type	Industrial building
National Grid Reference	289841/223166 (centre)
Description	Derelict building sited on the north bank of the Grand Canal. Possibly the remains of a failed venture in the early 20th century to produce sugar. Visited. See Plate 6.
Sources	Site visit
Approx distance from Purple Route centre line	18m
Type of Impact	Direct

Gifford Ref	126
Legal Status	None known
Reference Number	11811037
Townland	Kerdiffstown
Site Type	Bridge
National Grid Reference	290084/223176
Description	Three-span cut-stone railway bridge over canal, c.1870, on a skewed plan. Renovated, c.1970, with parapet walls rebuilt. Coursed rock-faced rubble stone walls. Rubble stone piers. Three flat spans with concrete lintels (one rebuilt, c.1970, with steel girders to underside). Sited spanning Grand Canal as part of Great Southern and Western Railway line with grass banks to canal. Visited.
Sources	NIAH
Approx distance from Purple Route centre line	97m
Type of Impact	Indirect

4.9 Orange Route

Table 9: Inventory of Archaeological and Architectural Heritage Constraints - Orange Route (Fig.12)

Gifford Ref	140
Legal Status	RPS
Reference Number	11812027
Townland	Palmerstown Desmesne
Site Type	House and desmesne
National Grid Reference	292074/222674
Description	House and extensive grounds. Not visited.
Sources	RPS/NIAH
Approx distance from Orange Route centre line	0m
Type of Impact	Direct

4.10 Green/Red Route Link to Naas Outer Ring Road

No archaeological or architectural heritage constraints were noted within their relative study areas.

5. IMPACT ASSESSMENT

The National Road Authority's *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes* (NRA 2005) and *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes* (NRA 2005) recommend the preparation of an Impact Assessment Table for each route corridor option to enable a comparison of various route attributes (Tables 10-18).

The Impact Level has been assessed using guidelines issued by the National Roads Authority (ibid.), definitions of which are provided in Appendices 1 and 2 of this report.

Table 10: Green Route Impact Assessment Table (Fig.3)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
14	287360/221240	Earthwork	Indirect	128m	Slight
161	288637/224261	Watch tower	Indirect	60m	Significant
169	286970/221649	River crossing	Indirect	125m	Imperceptible
170	287015/221731	Former building	Indirect	60m (centre)	Imperceptible
171	286936/222589	Buildings	Indirect	90m	Moderate
172	287577/223401	Farm and gardens	Direct	0m	Significant
173	287878/223036	Route	Direct	0m	Significant
174	288270/223552	Brick field	Indirect	80m	Imperceptible

Table 11: Red/Cyan/Green Route Impact Assessment Table (Fig.4)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
16	288110/221440	Non-antiquity	No predicted impact	88m	Imperceptible
158/163	288037/221728	House and grounds	Direct	0m	Significant
161	288637/224261	Watch tower	Indirect	60m	Significant
162	288091/222103	House and parkland	Direct	0m	Significant
173	287878/223036	Route	Direct	0m	Significant
174	288270/223552	Brick field	Indirect	50m	Imperceptible
175	287949/222651	Former building	Direct	45m	Profound
176	288252/223098	River crossing	Indirect	200m	Imperceptible
178	288436/223674	Brick field	No predicted impact	250m	Imperceptible

Table 12: Red/Cyan-Red Route Link/Green Route Impact Assessment Table (Fig.6)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
16	288110/221440	Non-antiquity	No predicted impact	88m	Imperceptible
161	288637/224261	Watch tower	Indirect	60m	Significant
158/163	288037/221728	House and grounds	Direct	0m	Significant
162	288091/222103	House and parkland	Direct	0m	Significant
173	287878/223036	Route	Direct	0m	Significant
174	288270/223552	Brick field	Indirect	53m	Slight
175	287949/222651	Former building	Indirect	212m (centre)	Imperceptible
176	288252/223098	River crossing	Indirect	88m	Slight
177	288179/222644	Former buildings	Direct	0m	Profound
178	288436/223674	Brick field	No predicted impact	250m (centre)	Imperceptible

Table 13: Red Route Impact Assessment Table (Fig.7)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
16	288110/221440	Non-antiquity	No predicted impact	88m	Imperceptible
162	288091/222103	House and parkland	Direct	0m	Significant
158/163	288037/221728	House and grounds	Direct	0m	Significant
174	288270/223552	Brick field	Indirect	80m	Imperceptible
176	288252/223098	River crossing	Indirect	60m	Moderate
177	288179/222644	Former buildings	Direct	0m	Profound
178	288436/223674	Brick field	No predicted impact	55m	Imperceptible

Table 14: Red Route Option A Impact Assessment Table (Fig.8)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
160	288885/222064	Bridge	Direct	0m	Significant
162	288091/222103	House and parkland	Direct	0m	Significant
174	288270/223552	Brick field	Indirect	80m	Imperceptible
176	288252/223098	River crossing	Indirect	60m	Moderate
177	288179/222644	Former buildings	Direct	0m	Profound
178	288436/223674	Brick field	No predicted impact	55m	Imperceptible
179	289167/222181	Buildings	Indirect	54m	Moderate

Table 15: Yellow/Purple Route Impact Assessment Table (Fig.9)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
122	289797/223287	House	Direct	21m	Significant
126	290084/223176	Bridge	Indirect	97m	Slight
159	289841/223166	Industrial building	Direct	18m	Significant
179	289167/222181	Buildings	Indirect	77m	Moderate
180	289622/223513	Quarry	Direct	0m	Profound

Table 16: Blue Route Impact Assessment Table (Fig.10)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
10	289070/222520	Enclosure	Direct	48m	Profound
178	288436/223674	Brick field	No predicted impact	246m	Imperceptible

Table 17: Purple Route Impact Assessment Table (Fig.11)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
180	289622/223513	Quarry	Direct	0m	Profound
122	289797/223287	House	Direct	21m	Significant
159	289841/223166	Industrial building	Direct	18m	Significant
126	290084/223176	Bridge	Indirect	97m	Slight

Table 18: Orange Route Impact Assessment Table (Fig.12)

Gifford Ref	NGR	Site Type	Type of Impact	Distance	Impact Level
144	292074/222674 (centre)	House and desmesne	Direct	0m	Significant

Green/Red Route Link to Naas Outer Ring Road Impact Assessment Table

No archaeological or architectural heritage constraints were noted within their relative study areas.

6. ROUTE OPTION APPRAISAL

The National Road Authority's Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes (NRA 2005) and Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005) recommend the preparation of Route Option Appraisal Table to enable a comparison of the various routes (Tables 19-20).

Table 19: Route Option Appraisal Table (Green, Cyan, Cyan/Red, Red and Red Route A Routes)

Impact Level	Green Route	Red/Cyan/Green Route	Red/Cyan-Red Route Link/Green Route	Red Route	Red Route Option A
Profound		Direct impact on site of former building shown on 1837 map (GR175)	Direct impact on site of former buildings shown on 1837 map (GR177)	Direct impact on site of former buildings shown on 1837 map (GR177)	Direct impact on site of former buildings shown on 1837 map (GR177)
Significant	<p>Impact on setting of watch tower (GR161)</p> <p>Direct impact on buildings and gardens shown of possible early 19th-century date (GR172)</p> <p>Direct impact on former avenue to GR172 (GR173)</p>	<p>Direct impact on former avenue to GR172 (GR173)</p> <p>Direct impact on former parkland to 19th-century or earlier building, and setting of the building itself (GR162)</p> <p>Impact on setting of watch tower (GR161)</p> <p>Direct impact on surroundings and setting of 19th-century or earlier Protected Structure (GR158/163)</p>	<p>Direct impact on former avenue to GR172 (GR173)</p> <p>Impact on setting of watch tower (GR161)</p> <p>Direct impact on surroundings and setting of 19th-century or earlier Protected Structure (GR158/163)</p> <p>Direct impact on former parkland to 19th-century or earlier building, and setting of the building itself (GR162)</p>	<p>Direct impact on former parkland to 19th-century or earlier building, and setting of the building itself (GR162)</p> <p>Direct impact on surroundings and setting of 19th-century or earlier Protected Structure (GR158/163)</p> <p>Direct impact on former avenue to GR172 (GR173)</p>	<p>Direct impact on former railway bridge (GR160)</p> <p>Direct impact on former parkland to 19th-century or earlier building, and setting of the building itself (GR162)</p> <p>Direct impact on former avenue to GR172 (GR173)</p>
Moderate	Impact on setting of buildings of possible early 19th-century date (GR171)			Moderate impact on character of former river crossing (GR176)	<p>Impact on settings of buildings of possible early 19th-century date (GR179)</p> <p>Impact on character of former river crossing (GR176)</p>

Slight	Impact on character of environment surrounding earthwork (GR14)		Slight impact on character of former river crossing (GR176) Slight impact on former brick quarry (GR174)		
Imperceptible	Negligible impact on character of former river crossing (GR169) Possible impact on site of former building (GR170) Negligible impact on former brick quarry (GR174)	Negligible impact on former brick quarry (GR174) Negligible impact on character of former river crossing (GR176) Negligible impact on former brick quarry (GR178) No impact on souterrain incorrectly placed within the study area (GR16)	Negligible impact on former brick quarry (GR178) Indirect impact on site of former building shown on 1837 map (GR175) No impact on souterrain incorrectly placed within the study area (GR16)	No impact on souterrain incorrectly placed within the study area (GR16) Negligible impact on former brick quarry (GR174) Negligible impact on former brick quarry (GR178) Negligible impact on site of former building shown on 1837 map (GR175)	Negligible impact on former brick quarry (GR174) Negligible impact on former brick quarry (GR178) Negligible impact on site of former building shown on 1837 map (GR175)
Preference Level	Preference 3	Preference 8	Preference 9	Preference 7	Preference 6

GR = Gifford Reference

Table 20: Route Option Appraisal Table (Yellow/Purple, Blue, Purple and Orange Routes)

Impact Level	Yellow/Purple Route	Blue Route	Purple Route	Orange Route	
Profound	Direct impact on former quarries (GR180)	Direct impact on possible location of an enclosure marked on 1837 map but no longer visible (GR10)	Direct impact on former quarries (GR180)		
Significant	Direct impact on 18th-century collection of buildings (GR122) Direct impact on derelict early 20th-century factory (GR159)		Direct impact on 18th-century collection of buildings (GR122) Direct impact on derelict early 20th-century factory (GR159)	Direct impact on parts of the grounds to Palmerstown House (GR144)	
Moderate	Impact on settings of buildings of possible early 19th-century date (GR179)				
Slight	Slight impact on setting of railway bridge (GR126)		Slight impact on setting of railway bridge (GR126)		
Imperceptible		Negligible impact on former brick quarry (GR178)			
Preference Level	Preference 5	Preference 1	Preference 4	Preference 2	

GR = Gifford Reference

7. CONCLUSION - THE PREFERRED ROUTE FROM AN ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE CONSTRAINT PERSPECTIVE

Consideration of the contents of the route appraisal tables provide the following order of preference;

Preference 1	Blue Route
Preference 2	Orange Route
Preference 3	Green route
Preference 4	Purple Route
Preference 5	Yellow/Purple Route
Preference 6	Red Route Option A
Preference 7	Red Route
Preference 8	Red/Cyan/Green Route
Preference 9	Red/Cyan-Red Route Link/Green Route

Neither the National Road Authority's *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes* (NRA 2005) or *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes* (NRA 2005) provide for a statement of significance of impact in the Route Corridor Option Selection Study phase. 'Significance of impact' is the product of importance (of the feature) against level (or magnitude) of impact on that feature, and assessing significance of impact is helpful when ranking the collective impact of various route options. For this particular study, significance of impact has not been calculated, although the relative importance of each monument, structure, historic garden and designed landscape cannot realistically be ignored in this assessment exercise.

The ranking arrived at has been produced by carefully considering the impact by each route corridor on identified monuments, structures, historic gardens and designed landscapes within each route corridor. Explanation of the results of the ranking exercise is given below;

7.1 Preference 1 Blue Route

Only two identified constraints fall within this route corridor. Although construction within the corridor would have a profound impact on a circular enclosure marked on a map of 1837 (GR10), and which is a recorded monument, this monument is no longer visible. The monument is shown on a map of 1938-39, when it was situated in the south-western corner of an enclosure around an 'engine house'. In the intervening years it appears to have disappeared from the landscape. The monument as shown on early maps was relatively small in area, and it should be possible to mitigate any impact by moving the route within its corridor width. The second constraint, a former brick quarry, lies up to 246m from the centre of the route corridor and may, in any case, have been backfilled in antiquity.

7.2 Preference 2 Orange Route

Only one constraint has been noted on this route. As proposed, up to 1.5km of the route corridor would directly impact on the grounds to Palmerstown House (GR144). However, this impact, significant though it is, would lie a substantial distance from Palmerstown House itself, and would be hidden for large stretches of the route by belts of trees.

7.3 Preference 3 Green route

Eight archaeological and architectural heritage constraints to this route corridor are noted. Significant impact would be caused on the setting of a mid 19th-century watch tower in Castlesize townland (GR161, Plates 9 and 10), on a former (or existing) farm and its gardens which are shown on the 1837 Ordnance Survey map (GR172), and on the former avenue to this property (GR173).

A moderate impact by the route would be caused to the general setting of buildings shown on the 1837 Ordnance Survey map (GR171), and there would be a slight impact on the environment surrounding the earthwork in Osberstown townland (GR14, Plate 3).

Imperceptible impacts are also predicted on a former ford across the River Liffey (GR169), a former brick quarry (GR174) and the site of a building shown on the 1837 Ordnance Survey map (GR170). The last of these no longer survives, and its site may be subsumed within the line of the Dublin to Cork railway.

7.4 Preference 4 Purple Route

Four impacts by this route on archaeological and architectural heritage constraints are noted. The route corridor would have a profound impact on several small quarries shown on the 1837 Ordnance Survey map (GR180) but which are no longer shown on current maps. However, although the impact is likely to be profound, the relative importance of these features is not high.

Of more concern is the impact of the corridor on an derelict building which sits a little away from the north bank of the Grand Canal (GR159). This is possibly the remains of a sugar factory constructed from mass concrete in the first part of the 20th century (Plate 6). A collection of buildings centred around a single-storey cottage of c. 1770 date (GR122), rated as Regional by the NIAH, lie a little to the north of the industrial building. The route corridor would have a significant impact on both structures.

Finally, the route corridor would have a slight impact on the setting of the bridge which carries the Dublin to Cork railway over the Grand Canal (GR126). However, it should be borne in mind that the route at this point would also be bridged, to cross the two earlier arterial routes, and will therefore be to some extent sympathetic to the character of this constraint.

7.5 Preference 5 Yellow/Purple Route

Five archaeological and architectural heritage constraints to this route corridor are noted. The route corridor would have a profound impact on several small quarries shown on the 1837 Ordnance Survey map (GR180) but which are no longer shown on current maps. However, although the impact is likely to be profound, the relative importance of these features is not high.

Of more concern is the impact of the corridor on an derelict building which sits a little away from the north bank of the Grand Canal (GR159). This is possibly the remains of a sugar factory constructed from mass concrete in the first part of the 20th century (Plate 6). A collection of buildings centred around a single-storey cottage of c. 1770 date (GR122), rated as Regional by the NIAH, lie a little to the north of the industrial building. The route corridor would have a significant impact on both structures.

A moderate impact is predicted on the setting of buildings of possible early 19th-century date (GR179) beside the R407.

Finally, the route corridor would have a slight impact on the setting of the bridge which carries the Dublin to Cork railway over the Grand Canal (GR126). However, it should be borne in mind that the route at this point would also be bridged, to cross the two earlier arterial routes, and is therefore to some extent sympathetic to the character of this constraint.

7.6 Preference 6 Red Route Option A

Nine archaeological and architectural heritage constraints to this route corridor option are noted. A profound impact will occur to the site of former buildings shown on the 1837 Ordnance Survey map (GR177), and a direct and significant impact to a former tree-lined avenue (GR173). There will also be a significant impact to a bridge, dated to 1883, which carried Osberstown Road over the former railway branch line between Sallins and Naas (GR160, Plates 7 and 8).

The route, as proposed, would have a direct and significant impact on former parkland to Osberstown Hill (GR162), and to the setting of Osberstown Hill (which comprises an early 19th-century farmhouse and detached farm) within its designed landscape (Plates 4 and 5).

The route corridor would have a moderate impact on the character of a former crossing of the River Liffey (GR176), marked 'Stepping Stones' on the 1837 Ordnance Survey map, and the setting of buildings of possible early 19th-century date shown on the 1837 Ordnance Survey map (GR179).

Imperceptible impacts are predicted on two former brick quarries (GR174 and GR178), and the site of former building shown on the 1837 Ordnance Survey map (GR175).

7.7 Preference 7 Red Route

Nine archaeological and architectural heritage constraints to this route corridor option are noted. There would be a direct and profound impact to the site of former buildings shown on the 1837 Ordnance Survey map (GR177), and significant and direct impacts on two houses in Osberstown townland (GR162 and GR158/163) and to a former tree-lined avenue (GR173).

The route, as proposed, would have a direct and significant impact on former parkland to Osberstown Hill (GR162), and to the setting of Osberstown Hill (which comprises an early 19th-century farmhouse and detached farm) within its designed landscape (Plates 4 and 5).

There would also be a significant and direct impact to the setting of Osberstown House, a Protected Structure (GR158/163, Plates 1 and 2). The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps (see Fig.3).

The route corridor would have a moderate impact on the character of a former crossing of the River Liffey (GR176), marked 'Stepping Stones' on the 1837 Ordnance Survey map. However, only minor or imperceptible impacts are likely on two former brick quarries (GR174 and GR178), and the site of former building shown on the 1837 Ordnance Survey map (GR175). There would be no impact on a souterrain (GR16) which, although a Recorded Monument, has been incorrectly placed within the study area.

7.8 Preference 8 Red/Cyan/Green Route

Nine archaeological and architectural heritage constraints to this route corridor option are noted. The route corridor proposal would have a profound impact on the site of a building, no longer extant, shown on the 1837 Ordnance Survey map (GR175).

The route, as proposed, would have a direct and significant impact on former parkland to Osberstown Hill (GR162), to the setting of Osberstown Hill (which comprises an early 19th-century farmhouse and detached farm) within its designed landscape (Plates 4 and 5).

Significant impact would also be caused to the setting of a ?mid 19th-century watch tower in Castlesize townland (GR161, Plates 9 and 10) and part of a former avenue (GR173).

There would also be a significant and direct impact to the setting of Osberstown House, a Protected Structure (GR158/163, Plates 1 and 2). The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps (see Fig.3).

Lastly, only minor or imperceptible impacts are likely on the following - two former brick quarries (GR174 and GR178) and a former line of 'Stepping Stones' across the River Liffey (GR176). There would be no impact on a souterrain (GR16) which, although a Recorded Monument, has been incorrectly placed within the study area.

7.9 Preference 9 Red/Cyan-Red Route Link/Green Route

Eleven archaeological and architectural heritage constraints to this route corridor option are noted. There would be a direct and profound impact on the site of former buildings shown on the 1837 Ordnance Survey map (GR177), and significant and direct impacts on two houses in Osberstown townland (GR162 and GR158/163).

The route, as proposed, would have a direct and significant impact on former parkland to Osberstown Hill (GR162), to the setting of Osberstown Hill (which comprises an early 19th-century farmhouse and detached farm) within its designed landscape (Plates 4 and 5).

Significant impact would also be caused to the setting of a ?mid 19th-century watch tower in Castlesize townland (GR161) and part of a former avenue (GR173, Plates 9 and 10).

There would also be a significant and direct impact to the setting of Osberstown House, a Protected Structure (GR158/163, Plates 1 and 2). The date at which the present house and its gardens were founded has not been established. However, 'Osberstowne Manor' is marked on a map of 1683, and was the home of Dr John Esmond (c. 1760-1798) who was executed in Dublin for his part in the 1798 rebellion. Its original design is presumed to include a broad semi-circle of land to the east of the house shown on early Ordnance Survey maps (see Fig.3).

Slight impacts would occur to the character of a former crossing of the River Liffey (GR176) and a former brick quarry (GR174), whilst there would be negligible impacts to another former brick quarry (GR178) and a former building shown on the 1837 Ordnance Survey map (GR175). There would be no impact on a souterrain (GR16) which, although a Recorded Monument, has been incorrectly placed within the study area.

8. BIBLIOGRAPHY AND FURTHER READING

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Naas Local History Group, 2001, *An Illustrated History of Naas*

NRA, 2005, *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes*

NRA, 2005, *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes*



Plate 1: Osberstown House, east elevation (Gifford Ref 158/163)



Plate 2: Land to the south of Osberstown House. The enclosed gardens of the house are on the far left, and the N7/M7 on the far right (Gifford Ref 158/163)



Plate 3: Monument in Osberstown townland (Gifford Ref 14)



Plate 4: Osberstown Hill (Gifford Ref 162)



Plate 5: The former parkland attached to Osberstown Hill, looking east (Gifford Ref 162)



Plate 6: Industrial building alongside the Grand Canal (Gifford Ref 159)



Plate 7: Osberstown railway bridge (Gifford Ref 160)



Plate 8: Detail of Osberstown railway bridge



Plate 9: Watch tower in Castlesize townland, looking south-east (Gifford Ref 161)



Plate 10: Ornamental gateposts beside the Watch Tower (Gifford Ref 161)

- Fig. 1: Study area within County Kildare, showing proposed routes
- Fig. 2: Study area, showing all archaeological and architectural constraints
- Fig. 3: Green route
- Fig. 4: Red/Cyan/Green route
- Fig. 5: Extract from 1908 Ordnance Survey 1:2,500 map, showing layout of Osberstown House
- Fig. 6: Red/Cyan-red Route Link/Green Route
- Fig. 7: Red route
- Fig. 8: Red Route Option A route
- Fig. 9: Yellow/Purple route
- Fig. 10: Blue route
- Fig. 11: Purple route
- Fig. 12: Orange route

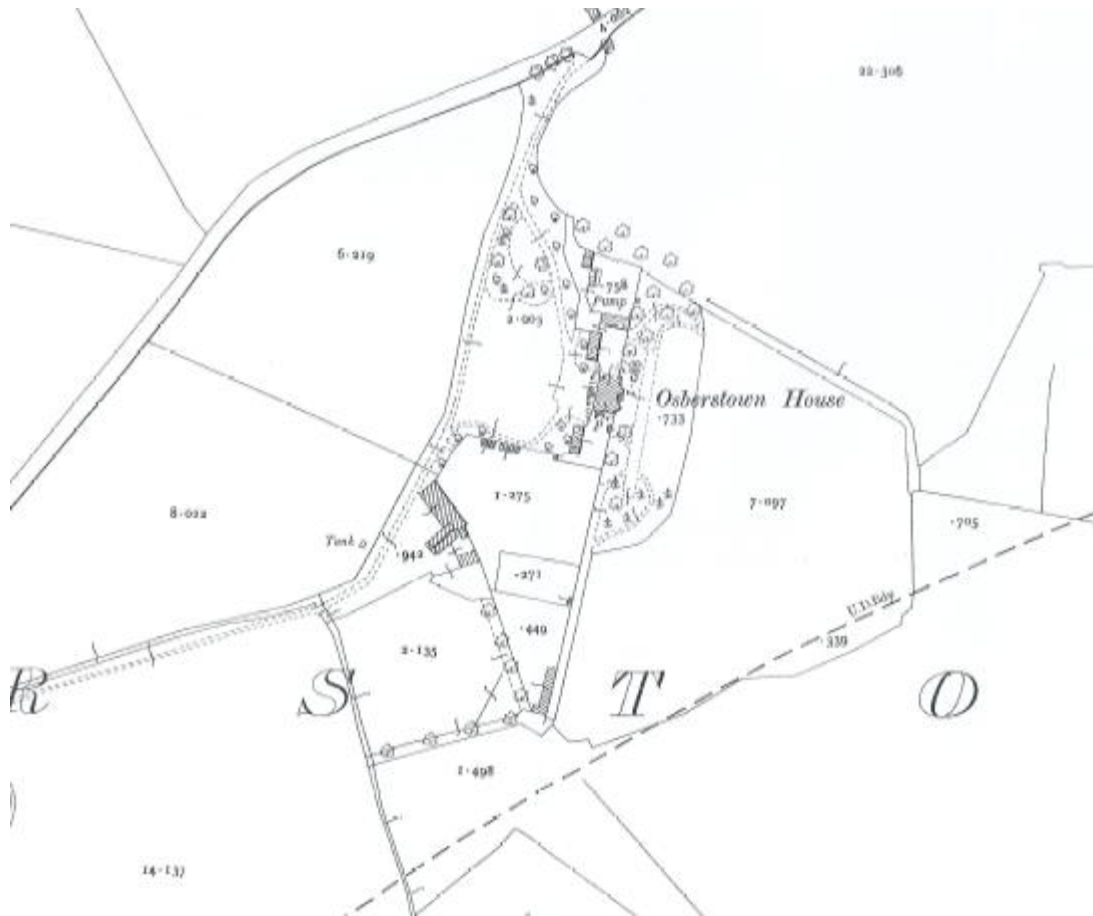


Fig.5: Extract from 1908 Ordnance Survey 1:2,500 map, showing layout of Osberstown House

Appendix 1: Definitions of levels of impact on architectural heritage

(taken from *Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes* [NRA 2005, 33])

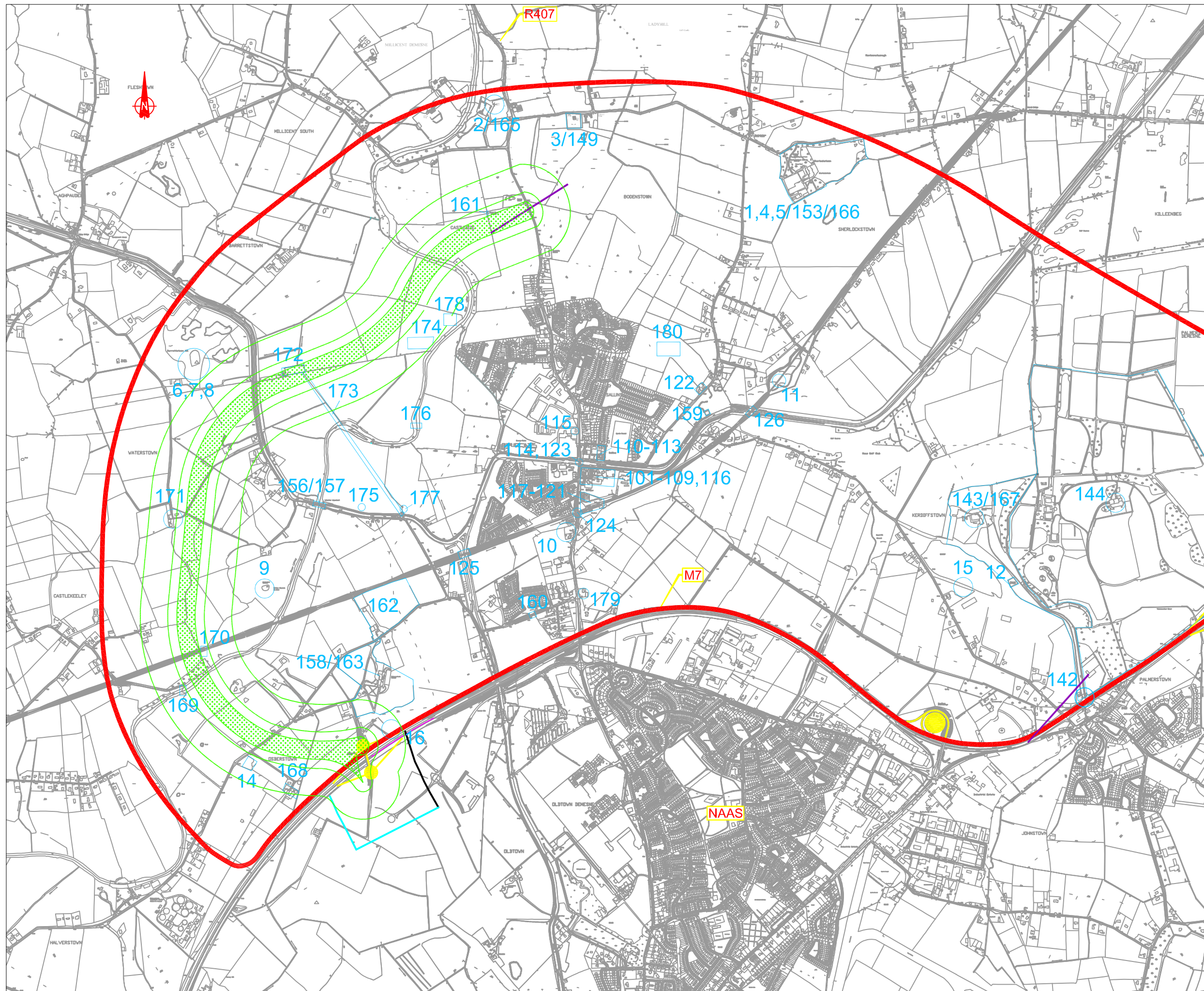
Impacts of Negative Quality	<p>Profound</p> <p>An impact that obliterates the architectural heritage of a structure or feature of national or international importance. These effects arise where an architectural structure or feature is completely and irreversibly destroyed by the proposed development. Mitigation is unlikely to remove adverse effects.</p>
	<p>Significant</p> <p>An impact that, by its, magnitude, duration or intensity alters the character and /or setting of the architectural heritage. These effects arise where an aspect or aspects of the architectural heritage is/are permanently impacted upon leading to a loss of character and integrity in the architectural structure or feature. Appropriate mitigation is likely to reduce the impact.</p>
	<p>Moderate</p> <p>An impact that results in a change to the architectural heritage which, although noticeable, is not such that alters the integrity of the heritage. The change is likely to be consistent with existing and emerging trends. Impacts are probably reversible and may be of relatively short duration. Appropriate mitigation is very likely to reduce the impact.</p>
	<p>Slight</p> <p>An impact that causes some minor change in the character of architectural heritage of local or regional importance without affecting its integrity or sensitivities. Although noticeable, the effects do not directly impact on the architectural structure or feature. Impacts are reversible and of relatively short duration. Appropriate mitigation will reduce the impact.</p>
	<p>Imperceptible</p> <p>An impact on architectural heritage of local importance that is capable of measurement but without noticeable consequences.</p>
Impacts of Positive Quality	<p>Significant</p> <p>A beneficial effect that permanently enhances or restores the character and /or setting of the architectural heritage in a clearly noticeable manner.</p>
	<p>Moderate</p> <p>A beneficial effect that results in partial or temporary enhancement of the character and /or setting of the architectural heritage and which is noticeable and consistent with existing and emerging trends.</p>
	<p>Slight</p> <p>A beneficial effect that causes some minor or temporary enhancement of the character of architectural heritage of local or regional importance which, although positive, is unlikely to be readily noticeable.</p>
	<p>Imperceptible</p> <p>A beneficial effect on architectural heritage of local importance that is capable of measurement but without noticeable consequences.</p>

Appendix 2: Definitions of levels of impact on archaeological heritage

(taken from *Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes* [NRA 2005, 54])

Significance of Impacts

Profound	Applies where mitigation would be unlikely to remove adverse effects. Reserved for adverse, negative effects only. These effects arise where an archaeological site is completely and irreversibly destroyed by a proposed development.
Significant	An impact which, by its magnitude, duration or intensity, alters an important aspect of the environment. An impact like this would be where part of a site would be permanently impacted upon, leading to a loss of character, integrity and data about the archaeological feature/site.
Moderate	A moderate direct impact arises where a change to the site is proposed which though noticeable, is not such that the archaeological integrity of the site is compromised and which is reversible. This arises where an archaeological feature can be incorporated into a modern day development without damage and that all procedures used to facilitate this are reversible.
Slight	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 feature or monument.
Imperceptible	An impact capable of measurement but without noticeable consequences.



NOTES

Monuments, historic structures, historic gardens and designed landscapes outlined in blue

With 200m and 500m study area widths

Rev.	Drawn	Chkd.	Appvd.	Date	Description

Client
Kildare County Council
 Naas
 Co Kildare

Project
Sallins Proposed Bypass

Drawing Title
**Route Corridor Selection
 Green Route**



Bankside Studios, 76-80 Southwark Street, London, SE1 0PN
 Tel : 020 7960 2424 Fax : 020 7960 2425 www.gifford.uk.com

scale (at A3) 1:20,000	date 10/09/07	drawn AS
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drg. no. 14164/004	rev.
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NOTES

Monuments, historic structures, historic gardens and designed landscapes outlined in blue

With 200m and 500m study area widths

Rev.	Drawn	Chkd.	Apprvd.	Date	Description

Client
**Kildare County Council
 Naas
 Co Kildare**

Project
Sallins Proposed Bypass

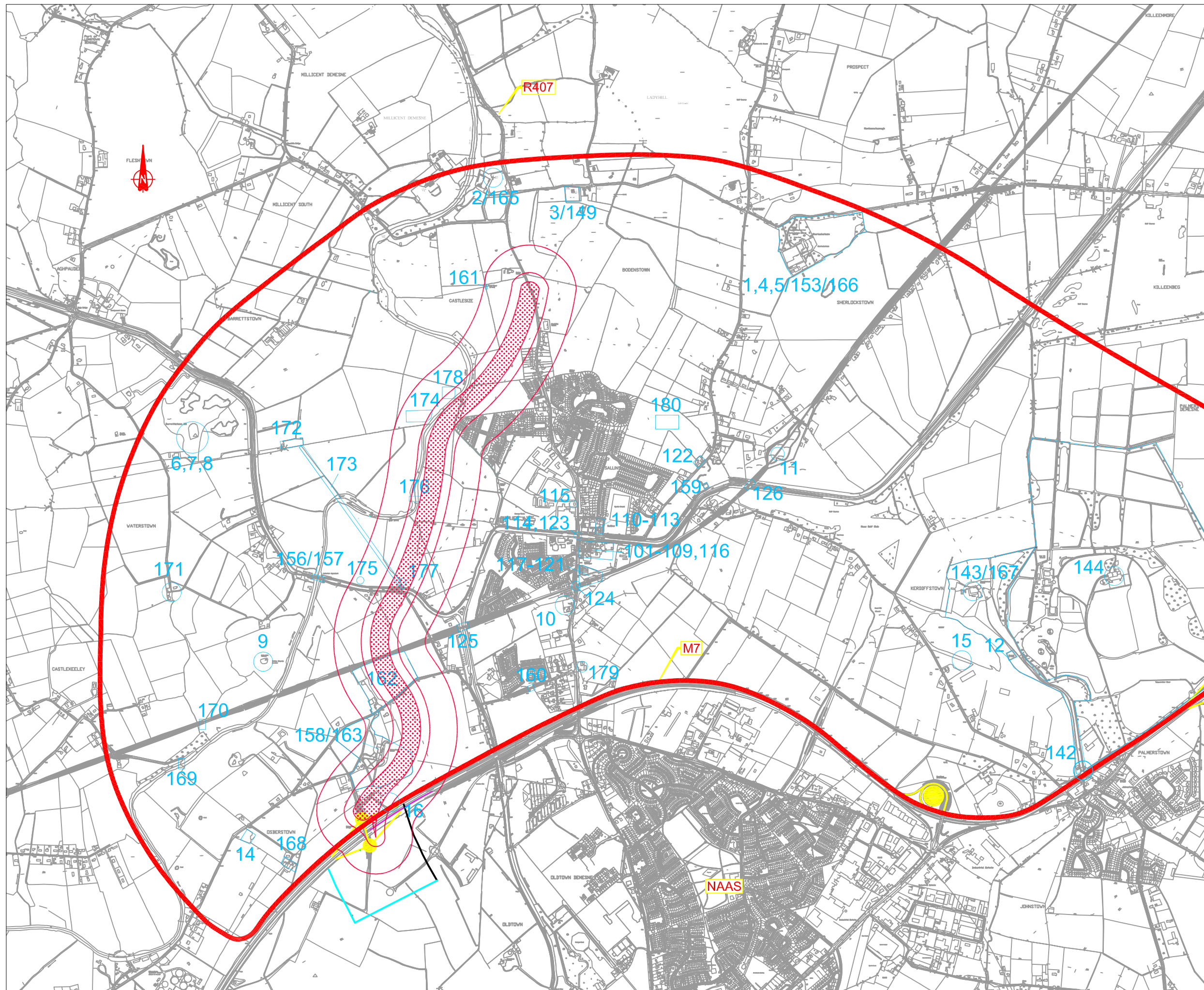
Drawing Title
**Route Corridor Selection
 Red/Cyan/Green Route**



Bankside Studios, 76-80 Southwark Street, London, SE1 0PN
 Tel : 020 7960 2424 Fax : 020 7960 2425 www.gifford.uk.com

scale (at A3) 1:20,000	date 10/09/97	drawn AS
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drg. no. 14164/005	rev.
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NOTES

Monuments, historic structures, historic gardens and designed landscapes outlined in blue

With 200m and 500m study area widths

Rev.	Drawn	Chkd.	Apprvd.	Date	Description

Client
Kildare County Council
 Naas
 Co Kildare

Project
Sallins Proposed Bypass

Drawing Title
**Route Corridor Selection
 Red Route Link**



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