



CourtneyDeery

ARCHAEOLOGY & CULTURAL HERITAGE

**Archaeological Impact Assessment Report**

**Quay Street and Environs**

**Public Realm Redevelopment Project**

**Balbriggan, County Dublin**

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For

Paul Keogh Architects

On Behalf of Fingal County Council

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## 1. INTRODUCTION

### 1.1. GENERAL

This archaeological impact assessment report (AIAR) assesses the archaeological heritage potential and significance of the proposed Quay Street and Environs Public Realm Redevelopment Project in Balbriggan in north County Dublin.

The report aims to establish the cultural heritage and archaeological potential of the study area as far as the records allow and to highlight if there are any implications for the proposed public realm redevelopment works. Based on the assessment results, a mitigation strategy to minimise the impact on potential this heritage is suggested.

### 1.2. SITE LOCATION

Balbriggan town lies along the eastern seaboard of Ireland, c. 22 miles north of Dublin city. The Quay Street and Environs Public Realm Redevelopment Area is on the northern outskirts of the town, in an area measuring c. 1.93 hectares. It includes the area bordered by Mill Street to the north, Quay Street to the south, Harbour Road to the east, including part of the west pier and private property to the west (Figure 1).

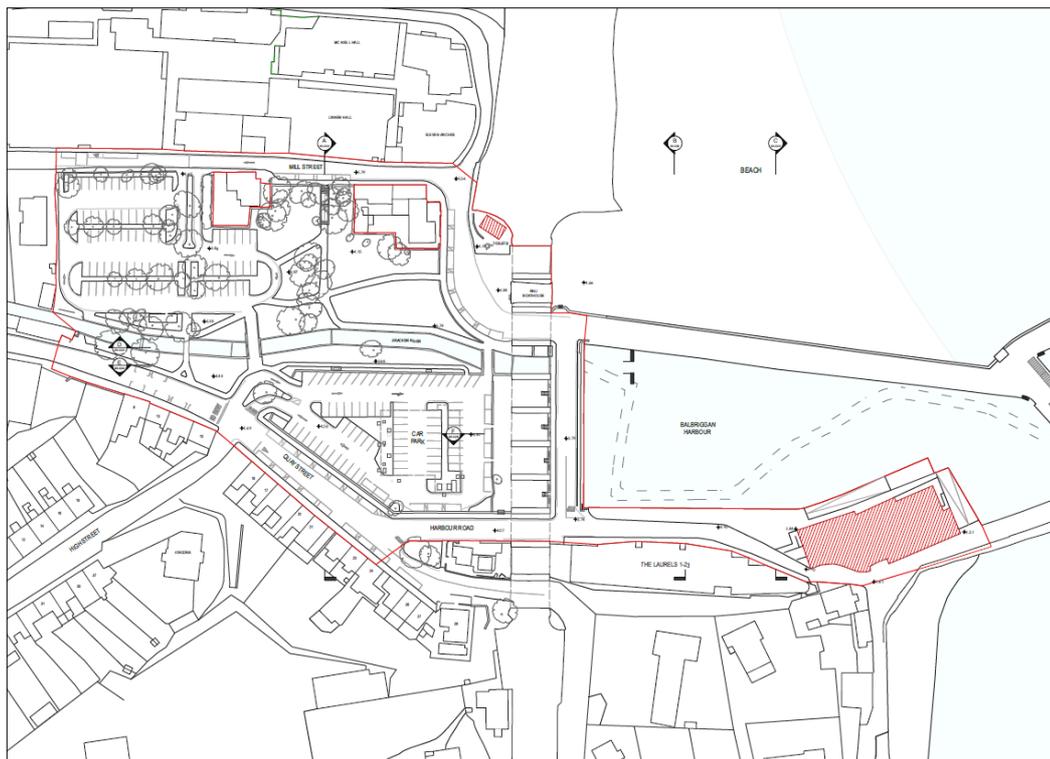


Figure 1 Site Location and development boundary

The Quay Street Car Park and public park is within this area, along with the north-south running Dublin-Drogheda railway viaduct and the Bracken River, which divides the site from east to west. The site also includes the Harbour Road to the rear of the Railway Viaduct and a recently demolished building on the harbour. There are residential and commercial properties contained

within the site boundary but are private properties and, as such, are not within the scope of works for the project (Figure 2).

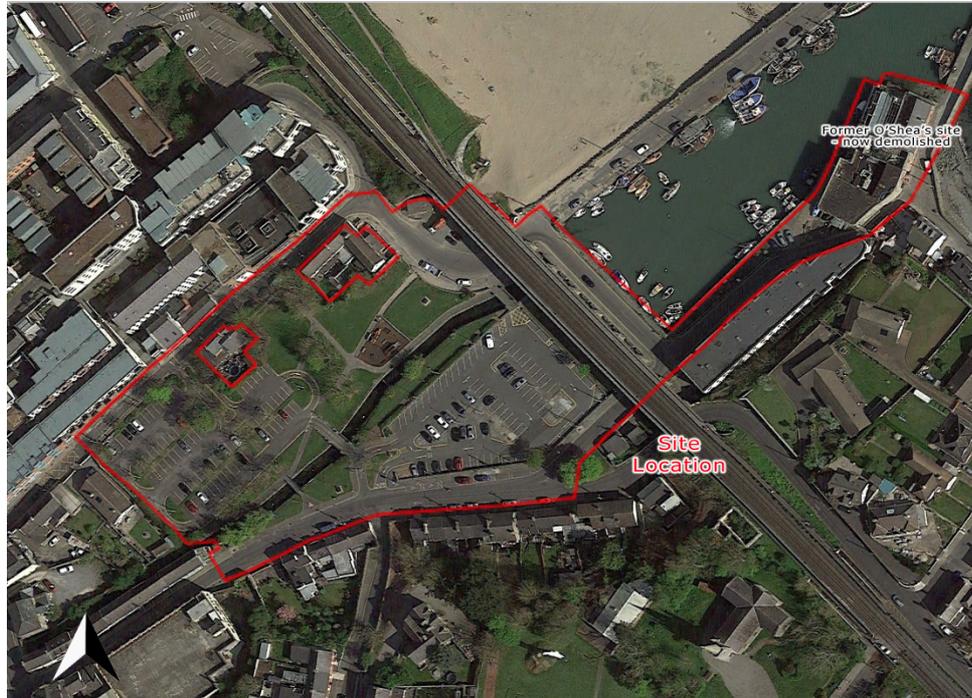


Figure 2 Site Location and development boundary

The report has been prepared by Courtney Deery Heritage Consultancy Ltd for Paul Keogh Architects on behalf of Fingal County Council.

### 1.3. METHODOLOGY

The archaeological impact assessment is based on a desk study, comprising an examination of published and unpublished documentary and cartographic material and was supported by a field survey. The designated archaeological and heritage sites on the island were also reviewed; this served to establish the existing archaeological environment and present the constraints for the proposed development works.

The evaluation process ensures that all designations relating to heritage assets and cultural heritage features revealed through research, field assessment, and consultation are clearly articulated. The material sources consulted as part of the desk study are as follows:

- National Monuments in State care, as listed by the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage (DHLGH);
- Sites with Preservation Orders; Sites listed in the Register of Historic Monuments;
- Record of Monuments and Places (RMP) and the Sites and Monuments Record (SMR) from the Archaeological Survey of Ireland;
- Record of Protected Structures (RPS) Fingal Development Plan 2017-2023
- County Councils Architectural Conservation Areas (ACAs) and their statements of character;

- National Inventory of Architectural Heritage (NIAH) Building Survey (NIAH ratings are international, national, regional, local and record, and those of regional and above are recommended for inclusion in the RPS);
- A review of artefactual material held in the National Museum of Ireland;
- Cartographical Sources, OSi Historic Mapping Archive, including early editions of the Ordnance Survey including historical mapping;
- The Irish archaeological excavations catalogue i.e., Excavations bulletin and Excavations Database;
- Place names; Townland names and toponomy (loganim.ie);
- National Folklore Collection (Duchas.ie);
- A review of existing guidelines and best practice approaches.

A bibliography of sources is provided in the references section, Section 7 of the report and the assessment standards and guidelines that were followed in Appendix 1.

## 2. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

### 2.1. INTRODUCTION

There are no known archaeological or historical sites within the footprint of the proposed development site. However, the immediate surroundings, i.e., the harbour and town of Balbriggan are of historical interest being largely mid-late 18th to 19th century in date. Moreover, several antiquities and 'sites' within the environs of the town lay testament to the historical importance of the area.

### 2.2. PREHISTORIC PERIOD

Although to date little evidence for the Mesolithic Period has been identified along the coastal zone of the study area, it can be inferred that this abundant resource would have attracted early coastal foragers.

The townland name of Balbriggan is derived from the Irish *Baile Brigh* meaning the town of the small hills and as other townland names would suggest is surrounded by small hills such as Clonard Hill (Cluain Aird meaning High Meadow) and Bremore (Brigh Mor meaning High Hill)

Bremore (meaning 'big Hills') townland stretching along the coast for about a mile north of Balbriggan reputedly takes its name from five passage grave mounds of similar type to those located at Newgrange, Knowth and Dowth (Dunne 1999). The passage graves whose postulated date ranges around 2,500BC, were surveyed by E. Rynne in the 1960's and records suggest that there was one large and four smaller mounds. The largest mound measures 30m in diameter and 3.3m high (in 1999) and was reported at survey as being much disturbed, possibly owing to a collapsed passage and chamber. The smaller mounds are 9–12m in diameter and 1m high (ibid., Herity 1974, Rynne 1960). The largest mound is depicted on the first edition OS map and on Rocque's 1760 map it is referred to as 'Knockard' meaning High Hill (Goucher & Deery 2008).

### 2.3. EARLY MEDIEVAL AND MEDIEVAL PERIODS

The seventh century St. Molaga is reputed to be the founder of a small monastery at a site located in the townland of Bremore. The church at Bremore was also known as “Llan-Beach-Aire” meaning Church of the Beekeeper, a name combining both Welsh and Gaelic languages. The association with bees comes from a legend that St. Molaga who was born in Cork, entered the priesthood but left Ireland in the seventh century for Wales. On his return to Ireland St. Molaga possessed curative powers and in return for successfully healing a local chieftain of various ailments he was given a site at Bremore on which he built a monastery. While in Wales, St. Molaga met another Irishman, Modomnac who later became a monk. When Modomnac set sail for Ireland, his patron’s swarm of bees followed him, so he returned to shore but the patron, seeing this as a favourable sign, later gave the bees to Modomnac to bring to Ireland. Some of these Modomnac gave to St. Molaga or in time a swarm was passed on, whichever way the association with bees continues in the place name to this day (Dunne 1999).

In the fourteenth century a castle was built on a site adjoining the presumed site of Molaga’s Early Christian foundation. The castle at Bremore was built by an Anglo-Norman family called Barnwell. The Barnwells remained a dominant force in the area up until the eighteenth century when the lands were passed to Viscount Landsdowne (ibid, 37). Bremore Castle was attacked several times, once during the insurrection of 1641 and later another attack in 1736, (ibid, 42, 43). By the late eighteenth century, the castle was in ruins and described as such in an account by Austin Cooper in 1783. Around this time the arrival of the Hamilton family in north county Dublin heralded the emergence of Balbriggan as a focus of industrial activity based predominantly around the construction of the harbour.

The Calendar of Carew Manuscripts (1515-1574) record that James Barnewall and his wife Margaret were granted to build in 1562 at Newhaven ‘a quay or harbour and fisher towne’ which would have provided important docking facilities on the nearby shore, ‘le Newhaven of Brymore’, is recorded in one of his land deeds of 1592.

The Down Survey shows five structures on Bremore Head (1654-1656) and also refers to Newhaven as the following:

*‘On the North of the Barony stands a point or North of land (extending itself into the sea) called New Haven it being by the industrie of the inhabitants of the towne which stands; near this point made a secure harbour for boates and is a considerable place for fishing.’ And ‘In the towne of Bremore is a towne called Newhaven, a towne of fishing’.*

This port predates the building of Balbriggan pier by almost two hundred years.

The Civil Survey of Dublin (1654-1656) refers to the proprietor of ‘Breemore and Newhaven a fishing towne on ye said land’ as ‘Matthew Barnewall of Breemor, Irish Papist’ who was stated to hold at Bremore 300 acres, of which 150 were arable, 140 pasture, and 10 meadow. The site was said to contain ‘one burnt castle with a great barne and eight tenements, one orchard & parke with some young ashtrees’ while at Newhaven there were said to be ten small cottages, both of which, when combined, a jury valued at £110. The bounds of Bremore were set as: the sea on the east; the lands of Tankerdstowne on the south; the land of fflemingstowne on the west; and the land of Knockhengen on the north.

New Haven is also indicated on Rocque’s 1760 map, the pier is described as a ‘quay’. Newhaven Harbour (DU002-015, recorded as a quay on the RMP digital file) is located on the southern side of Bremore Head and runs in a north-northeast direction almost parallel to the headland.

## 2.4. POST-MEDIEVAL PERIOD

Prior to the eighteenth century the settlement at Balbriggan amounted to a few houses on the east side of the Bracken River. In 1659 it was a small fishing village with just 30 inhabitants; the Down survey map of 1655 refers to Balbriggan as the *Great Farme of Ballibriggan* and the *Little Farme of Ballibriggan*. In the corresponding Civil Survey 1654-6 'Great Farme' is recorded to contain one farm house and three tenements belonging to Nicholas Barnewall of Turvey and as 'little farme' belonging to Peter Barnewall of *Tyrenure* containing one farm house, ten cottages and a mill, with both areas occupying 220 acres. There is, however, no mention of fishing in relation to Balbriggan in either the Civil Survey or the Down Survey. It would appear that the haven declined in importance sometime between 1577 and 1641. Its decline may have paralleled the rise of the port of Newhaven which was only about 2km away and perhaps reflected the growing importance of the Barnewall family of Bremore (Ni Mhurchadha, 2005).

Balbriggan was originally part of the united Parishes of Balrothery and Balscadden which were formed by the Synod of Kilkenny in 1618 (Walsh 1992). It is probably the youngest town in Fingal (Donnelly 1977).

In 1762 the fortunes of a modest fishing village of Balbriggan was changed by the construction of a limestone pier forming a large harbour built by Baron Hamilton with the aid of Parliamentary grants which undoubtedly rivalled the small quay at New Haven. On the pier two plaques reading:

*This pier was built by the / Honourable George Hamilton / of Hampton in the county of Dublin/ Third Baron of His Majesty's count of the Exchequer /in Ireland/ whose great object in life was to promote / the trade and prosperity / in His country/ann.dom.1761*

A lighthouse positioned at end of east pier was constructed in 1769 and was originally illuminated by candlelight. The northern jetty was built in 1826 and 1829 (Walsh 1992). John Rocque's Map (1756) shows Balbriggan as a tiny hamlet with its new harbour and quay both named. In the eighteenth century a salt house was located at the top of a small pier or quay, and some livelihood was made from salting fish (Figure 3). Rocque captures the developing town. The pier, possibly still under construction is indicated, with Quay Street leading up from the harbour to the bridge.

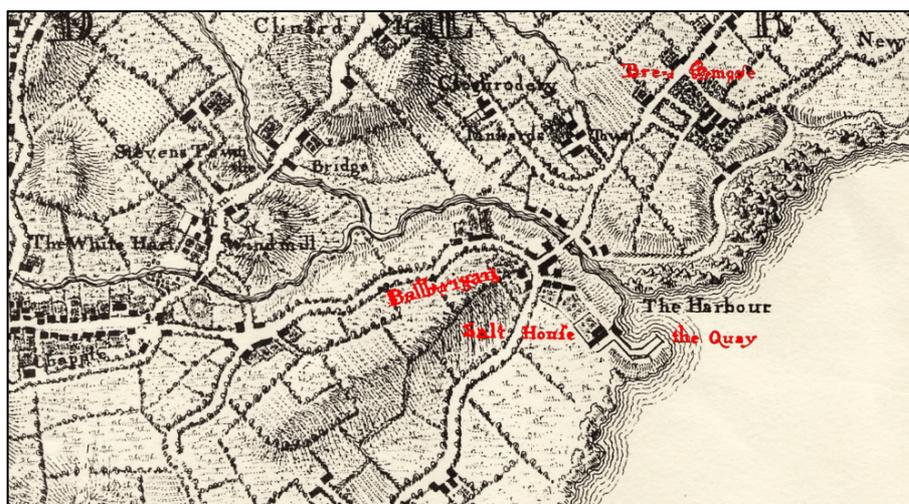


Figure 3 Rocque 1756

Baron Hamilton was also responsible for placing Balbriggan amongst a centre of manufacturing and commercial importance. He founded the cotton mills in Balbriggan in 1780, thereby

facilitating the production of hosiery that was still widely in demand in the 1820s (Lewis 1837). Indeed, during the 1830s, more people were employed in cotton manufacture than in fishing as the fishing industry was suffering from the withdrawal of the bounty or subsidy (Lewis 1837).

In 1791, it was said that where only a few cottages had existed a few years ago, there were now smiths, weavers, tailors, butchers, brewers and spinners all attracted to Balbriggan by the Comerford and O'Brien cotton factory (Whelan 1997). Balbriggan contained 3,016 inhabitants in 600 houses, many of which were well built. Hot baths along the coastline were constructed for the many visitors who came there during the bathing season. During this time, there were two large factories that were both powered by steam engines and water wheels. Three hundred people were employed in the factories themselves but a further 942 were employed in and around the town working hand looms (Lewis 1837).

The importance of a deep harbour in this location was imperative to trade along the east coast as up until its construction there was no harbour between Carlingford and Dublin to give shelter to ships in storms from the east. By the mid 1770's, the harbour including some extensions to the original plans was complete and could facilitate the access and unloading of ships of 200 tons (Bissette 1999). Coal and culm came from Wales and in 1780 the duty on imported salt was reduced, subsidies were increased for fish exports and fishing vessels of 20 tons.

During the years 1779–83 the annual herring catch increased by five times what it had been fifteen years earlier and with duty on imported herrings protecting the home market between 1788–90 more herrings were exported than imported; mackerel, cod and ling were caught in abundance (ibid, 68). However, as the 19th century approached, the fishing industry went through years of decline and only by the end of the second decade of the 19th century did it get back some of its early strength.

By 1829 a second pier was constructed at Balbriggan and in the following year in 1830. It was financed mainly by the Fisheries Board and partly by the Marquess of Landsdowne, with the remainder by 'the late Rev. George Hamilton, proprietor of the town' (Lewis 1837). It is reported that there were 934 fishermen working out of the harbour. In 1833, 163 ships used Balbriggan harbour, there were 134 colliers, 29 coasters with corn heading for cross-channel ports; incoming vessels carrying slates, coals, culm, rock salt and bark were frequent while the main exports were cattle and corn; by the late 1830, Balbriggan was thriving with a population of 3,016 (ibid. 69).

However, problems with silting continued to threaten the prosperity and safe functioning of the harbour. The need for continuous dredging meant that mounting costs hampered the prosperity of the towns industries. Despite the fact that many of the industries continued into the 20th century dredging was finally abandoned in the 1960's when commercial shipping other than for fishing was largely abandoned.

In the late 18th and 19th century Balbriggan was not only known for the trade which passed through its harbour but was renowned for its manufacture in the hosiery business. By the late 1780's the hosiery business of Smyth and Co. moved from Balrothery to Balbriggan (Benton 1999). The business prospered for several decades and its early decline in the mid-19th century was halted by the construction of the Dublin-Drogheda rail line. The industry survived for over a century and only fell into complete decline during the mass production period of the 1960's.

In 1831 Lewis describes Balbriggan as having

*'600 houses, many of which were well built ...The inhabitants are partly employed in fishery, but principally in the cotton manufacture; there are two large factories, the machinery of*

*which is worked by steam engines and water wheels of the aggregate power of 84 horses, giving motion to 7500 spindles, and spinning upon the average about 7400 lb. yarn per week. More than 300 persons are employed in these factories, to which are attached blue dye-works; and in the town and neighbourhood are 942 hand-looms employed in the weaving department.'*

The first edition OS Map was published in 1843 (Figure 4). The West Pier had been constructed at this stage and a ford is shown across the mouth of the Bracken River. The subject site is largely developed with large linear industrial ranges stretching between Mill Street and Quay Street. The River Bracken appears to be partially culverted beneath at least two buildings are likely to have been mills. A mill pond is indicated north of Mill Street. At the end of Quay Street on the harbour a salt works is indicated and may be the same structure as that shown on Rocque's map. Terraces of dwellings front Quay Street. The line of the impending rail line is suggested with a dotted line on the map.



Figure 4 The first edition OS Map, was published in 1843

The Dublin and Drogheda Railway Act was passed in 1836 and construction work on the line commenced in the following years. The line ran along the shore to the east of Balbriggan town as it does to this day (de Courcy 1996). The railway line was an engineering feat of its days as was an eleven arch viaduct (RPS 036), which formed part of the construction work at the harbour in Balbriggan crossing over four roads and a river in the town. It was designed by Sir John MacNeill and constructed in c.1843–44 under the direction of William Dargan (Cox & Gould 2003).

On a site to the west of the viaduct, coke ovens were built in order to supply fuel for the train engineers. Coal from Scotland was used to make the coke. This coal was sent directly by sea to Balbriggan. Griffin and Tallon's coal yard was located west of the quay on in the 19th century. Tramways were laid from the quay side to the coke ovens and the coal was moved by means of hand propelled carts (ibid, 149). Some of the arches of the viaduct had to be bricked up because the glow from the ovens could be mistaken for navigation lights by ships.

Following an enactment of the 1854 Town Planning Act, civic improvements were undertaken by the Town Commissioners from 1860 onwards. In 1875 *Thom's Directory* describes the town as 'being lighted with gas and rapidly improving' and in 1890 *Thom's* noted 'the manufacture of the famed Balbriggan hosiery is progressing, and the demand increases'.

By the time of the OS revised map of 1906, a Gas Works was developed on the subject site (Figure 5). Two roads and a foot bridge crossing the River Bracken provided access to the north from Quay Street. The western side of the river remained undeveloped. The Salt Works were still in operation and was a more extensive operation. The railway viaduct and station are also indicated.

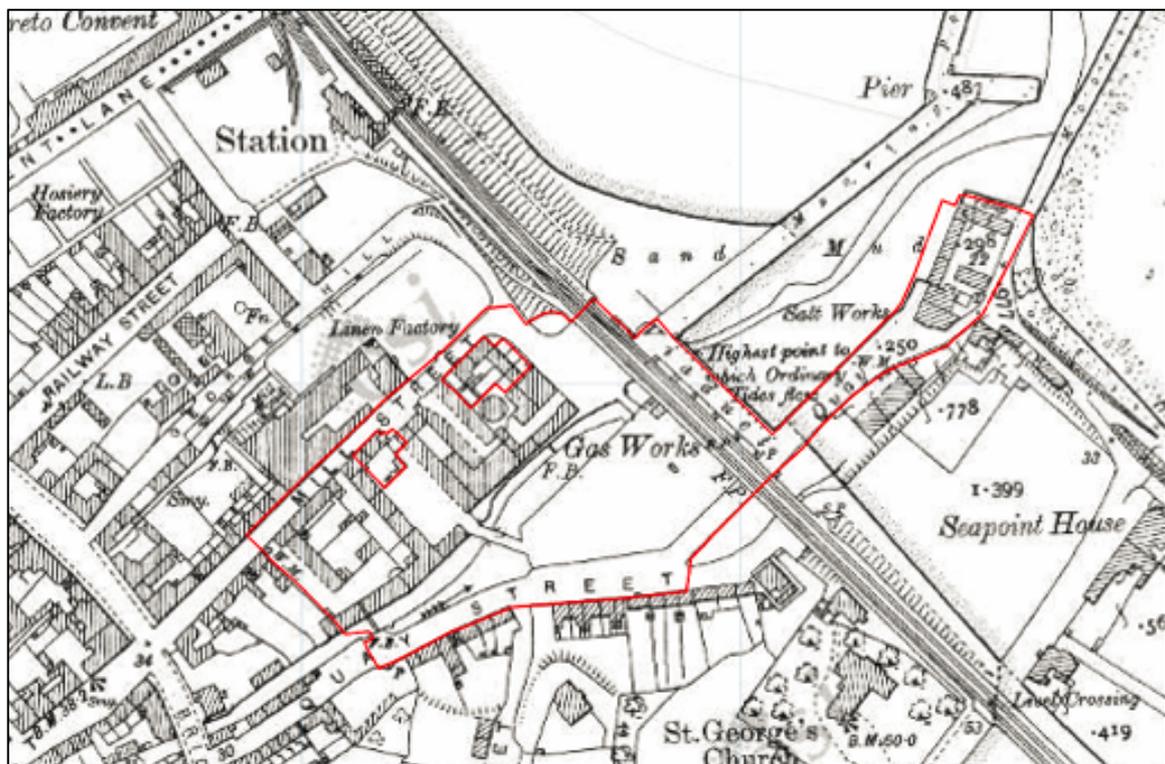


Figure 5 OS 25-inch mapping, 1906

## 2.5. PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

There have been no previous archaeological assessments carried out within the proposed public realm area. Three however were carried out in its vicinity (Figure 6).

Archaeological monitoring of an apartment complex (Papworth Hall) at Georges Hill to the north of the site and test-excavation at the former coal yard on Balbriggan Harbour (the Laurels) did not reveal any features of archaeological significance (02E1391, Donald Murphy, Excavations 2002:0453, 03E1920, 2003:456 Georgina Scally)

Archaeological investigations in advance of development at Mill Street (99E0727, D.L Swan) did not reveal any archaeological features; however, it facilitated an examination of the extant fabric of the former Cotton Mill complex, which was not marked on historical or cartographic sources. Industrial heritage features identified included remnants of a millpond, two sluice gates, a channel feature weaving sheds and workers' cottages.

There is, however, the potential that in-situ or truncated industrial heritage features will be identified during any earthmoving works within the subject site. Particularly given that only carparks have since been developed in the area since their demolition, which would not have necessitated deep bulk excavation of the site.

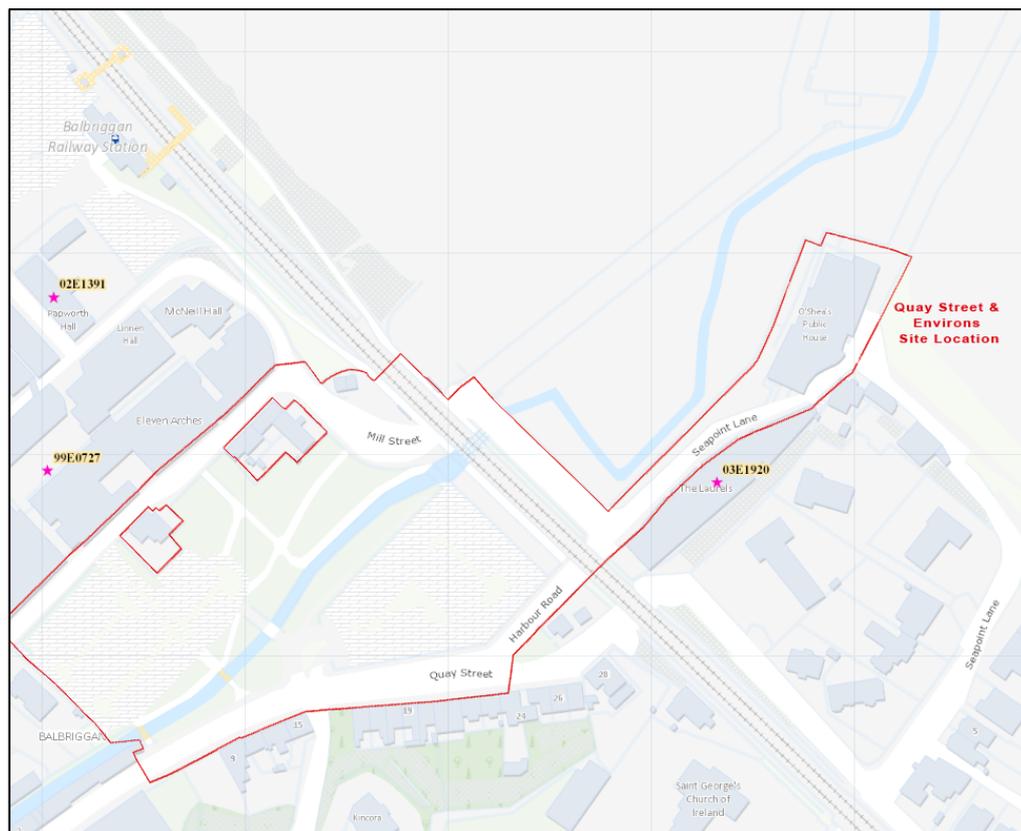


Figure 6 Location of archaeological investigations

## 2.6. ARCHITECTURAL HERITAGE

### 2.6.1. ARCHITECTURAL CONSERVATION AREA

The Quay Street & Environs site incorporates the northern edge of the Balbriggan Historic Town Centre ACA along Quay Street (Figure 7).

The ACA is centred on High Street, Bridge Street, and the Square and extends northwards to Quay Street and south to the northern end of Vauxhall and Dublin Street. The buildings within the ACA predominantly date to the mid-late 20th and later. They vary in scale and form from the characterful civic buildings on Georges Square (such as the courthouse and Carnegie Library), contrasting with the modest terraced cottages along Quay Street and High Street, which have traditional, vernacular forms. The diversity of the built heritage in this area brings a rich character to the historic core.

### 2.6.2. PROTECTED STRUCTURES & NATIONAL INVENTORY OF ARCHITECTURAL HERITAGE SITES

There are a number of protected structures within the town comprising early 19<sup>th</sup> century and later houses, civic buildings, former industrial buildings and railway and harbour infrastructure. There are three protected structures within the subject site, the Balbriggan railway viaduct (RPS 0036) and beneath one of the railway arches (RPS 0035) the former RNLI Boathouse and the harbour (RPS 0038).

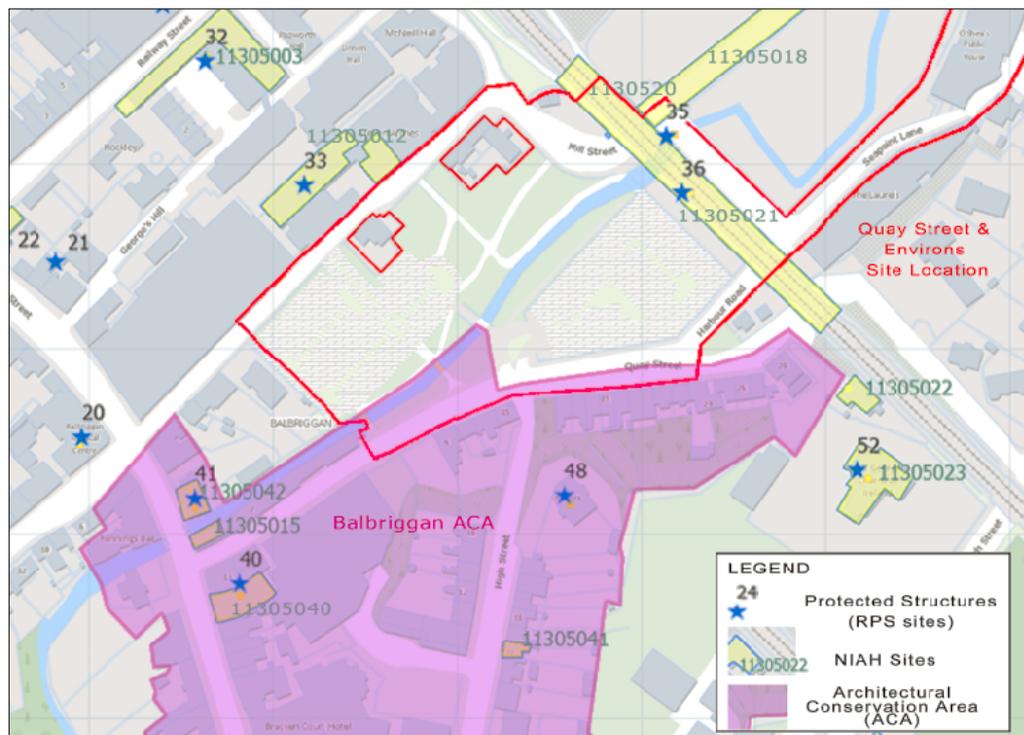


Figure 7 Protected Structures, NIAH Sites and ACA

The boathouse is single-bay two-storey stone structure built under one of the arches of the railway viaduct built 1889 (Plate 1). It has ornate timber panelling, and a half hipped slate roof with clay

ridge tiles; the roof covers the dormer windows which continue ridge line. It has ashlar limestone walls with plinth buttressing to either side of façade & rear elevation with ornate timber frame construction at roof level. There are two-gabled dormer with square headed window opening with segmental headed window opening with limestone soffits; and a square headed double door opening (NIAH record).



Plate 1 The boat house (after PKA)

The Eleven-arch limestone railway viaduct over harbour, built 1843-1844 and was renovated c.1990 (Plate 2). It comprises rock-faced cut-limestone and limestone ashlar quoins to piers. The arches are round-headed with cut-stone voussoirs and red brick Flemish bond soffit (NIAH record).



Plate 2 Drone view of the viaduct facing SSE (after PKA), the boat house is under the second arch and the harbour in the background

The harbour was built 1761, comprising of two enclosing limestone piers with lighthouse positioned at end of east pier (also protected RPS 0037). The East pier largely of limestone rubble with concrete poured on main pathway while west pier of coursed limestone blocks.

### 3. ARCHAEOLOGICAL HERITAGE

The Record of Monuments and Places (RMP) of the Department Housing, Local Government and Heritage (DHLGH) records known upstanding archaeological monuments, sites of monuments and the position of possible sites identified as cropmarks on vertical aerial photographs. There are no recorded archaeological sites in the vicinity of the Quay Street and Environs, there are however

monuments on the outskirts of the town in Tankardstown and further north along the coast in Bremore (Figure 8).

There are several recorded archaeological sites in the townland of Tankardstown. On a minor promontory c.530m north of the subject site is a cluster of recorded monuments these include a Martello tower (DU002-004), which is recorded as being built on a mound (DU002-017) and an oval, flat-topped mound (DU002-003). On the northern side of the head is the possible enclosure site (DU002-016) identified on aerial survey.

Further to the north is Bremore Castle, a restored fortified house (DU002-002001) and associated Church and graveyard (DU002-002002) with architectural fragments which include a lintel (DU002-002006-); two double-light decorated window heads (DU002-002005-), a carved crucifixion (DU002-002004 removed to Ardgillan Castle) and a mass dial thought to have come from the manorial chapel was recovered during excavations to the north of the site (DU002-014).

Approximately 600m to the northwest is the subject site of a 16th/17th century thatched house (DU002-011). Approximately 530m south-southwest of the site, is the site of an early mill (DU005-050) on the River Bracken which was marked on the Down Survey (1655-6) map. It is mentioned in the Civil survey (1654-6), the proprietor being Peter Barnwell (Simington R. c. 1945, 6, after RMP). A 19<sup>th</sup> century mill was constructed on the site which was developed into a cornmill apartment complex. This site indicates the importance of the Bracken River for the industrial development of the town.

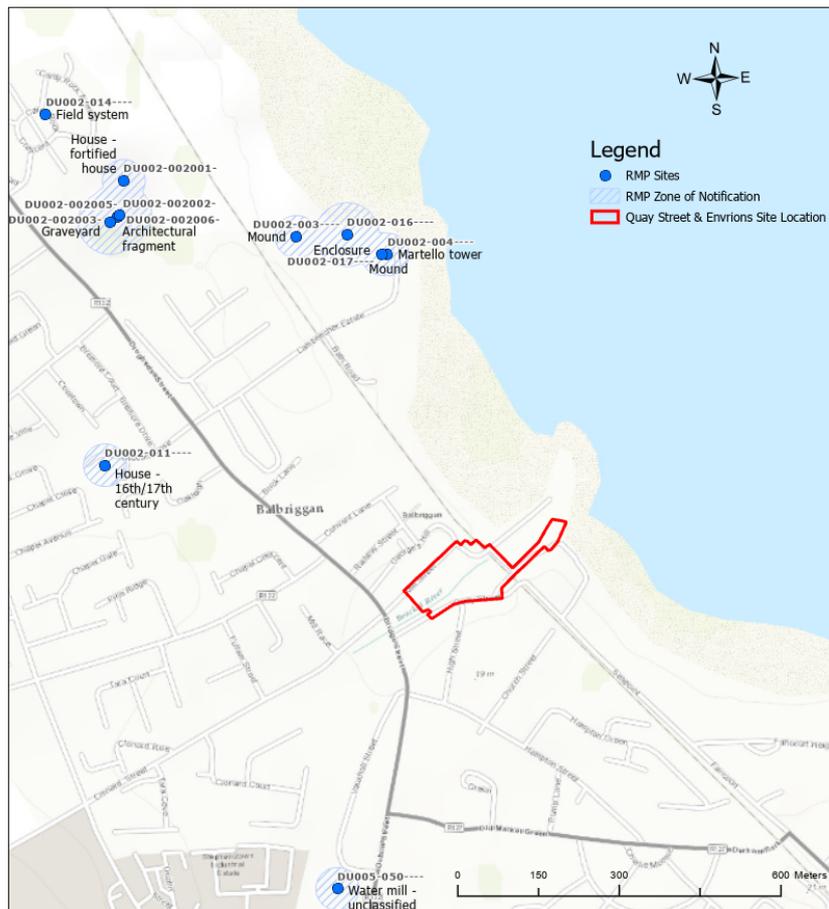


Figure 8 RMP Site Location and the Quay Street & Environs St

## 4. FIELD WORK

### 4.1.1. Introduction

The subject site comprises a large public realm area located on the northern side of the town core. The site is generally low lying and slopes generally from north to south. It is defined to the north by Mill Street, and to the south by Quay Street, and includes its continuation to the Harbour Road to the site of O’Shea’s Public House (former Salt House) which has recently been demolished, it is defined to the east by the western harbour wall.

### 4.1.2. River and Carpark

The channelised River Bracken runs through the site via an open stone-lined culvert with a low railing and a linear park on either side of it (Plate 3). The river is crossed by two single arched stone bridges with metal parapets and stone piers a square headed metal pedestrian crossing. To the north of the viaduct and the park the river issues out to the sea via a single arched outlet through western quay of the harbour. It is likely that this river was used as a mill race for the mills that once operated in the area to the north.



Plate 3 View west along the River Bracken (after PKA)

Plate 4 Outlet of the River Bracken

The southern side of the river comprises a car park and a narrow linear park along the river frontage with some trees. There is a car park on the northern side of the river to the west. To the east of this, there is a park with paths and a playground. Low modern stone walls partially define the existing public realm area.

### 4.1.3. Viaduct

The railway viaduct crosses the eastern side of the subject site. There is a vehicular access beneath the viaduct from Harbour Road and Mill Street. The 11 arched railway viaduct (RPS 0036) dominates the western end of the site and is a key feature in the public realm, it can be seen from the western end of Quay Street. In the curved parapet on the northern end is the public toilet block – a modern structure. In the second arch from the north there is the former RNLi Boathouse (RPS 0035) as described in section 2.6 above.

South of the river, in front of and beneath the viaduct arches there is a cobbled stone pavement, this appears to be contemporary with the bridge structure (Plate 5 and Plate 6). Low walls consistent with those that define the park also demarcate the area of the cobbles which run c. 6m out from the viaduct on its northern side. The cobbles comprise naturally occurring rounded cobblestones laid out randomly, it is split by a straight line of roughly hewn cobbles.



Plate 5 View west of the cobble surface beneath an arch of the viaduct (Harbour Tce in the background)

Plate 6 View north along the west facing side of the viaduct and the cobble surface and modern wall

Low walls with pedestrian access and seating were also placed at the entrance to the eastern side of the arches; though hindering vehicular access beneath the viaduct, these walls detract from the bridge's overall setting and prevent any visibility towards the harbour (Plate 7). Worn rope cuts and an OS benchmark are evident on the ashlar quoins located on the west-facing arch through which the Harbour Road runs (Plate 8).



Plate 7 View north along the east facing side of the viaduct walls and seating under the arch

Plate 8 Benchmark and worn rope marks on the quoins of the viaduct arch

#### 4.1.4. Harbour

Separated from the town by the railway viaduct, is the harbour dating from c. 1760 (Plate 9, Plate 10). It comprises two enclosing limestone piers with a lighthouse at end of the East Pier. There are quaysides, to north, south and west. The harbour wall comprises of large ashlar limestone copings over squared limestone base, there is a grass verge alongside it with steel moorings.



Plate 9 View north along the western harbour wall

Plate 10 View east along the southern harbour wall

At the end of the harbour forming the eastern most end of the subject site is a levelled site which was the site of a night club and Former Salt House. It is on a rectangular site with slipways to the north and east providing access the water. Structural remains identified on the site has been recorded by the on-site archaeologist (Hegarty site foreman, Pers. Comm. 2022).

The opening of two site investigation test pits was observed during the site visit, one at the eastern end of the site (TP1) and one at the western end (TP2). In TP1, a red brick floor, possibly associated with the former Salt House building, was encountered; beneath this was a layer (c. 0.25cm) of blackened/reddened industrial material. This overlay a deep compact deposits (+2m) of introduced mid-brown sand with no clay content, possibly from two different sources/stages as the lower level was a light brown colour (Plate 11). This sand was most likely introduced to build up the harbour when it was constructed. There was water egress at the very bottom of the pit at about 2.8m.



Plate 11 TP1 looking north

The foundation of walls associated with the earlier structures could be seen at its western end of this plot. In TP2 the natural bedrock was found close to the surface (c.20cm bpgl) and deeper in places, sands and gravels packed around the bedrock to build up the material to create a firm base for the harbour structures (Plate 12).



Plate 12 TP2 looking south

A red brick surface was revealed at the northern end of the site during the demolition works and has been covered in terram. It will be preserved in-situ as part of the public realm works in this area (ibid) (Plate 13).



Plate 13 View east along the southern harbour wall

#### 4.1.5. Quay Street

Quay Street fronts onto the subject site (Plate 14). From the west, the street slopes easterly down towards the harbour with an excellent view of the viaduct. At the westernmost end, on both sides of the road, there are large two-storey buildings, a former shopping centre and former industrial (mill) buildings, alongside single-storey dwellings. There is a terrace of single-storey dwellings and two-story structures overlooking the carpark (subject site). These comprise a mix of modest housing 19th-century houses with some modern infill; from the east, they comprise a terrace of three-single storey pitched roof cottages with steeply pitched roofs which may have once formerly thatched and red brick chimney stack. They are followed by ‘Harbour Terrace’ dating to 1877; it comprises a terrace of five two-storey two-bay houses with pitched roofs and red brick chimney stacks; it has a redbrick facade with a black vitrified brick string course just below parapet level. There are two decorative sandstone plaques on the front, one with the date of the terrace’s construction and the other an insignia with initials (Plate 15 and Plate 16). At the easternmost end of the terrace, adjacent to the viaduct, is a single-story dwelling that was illustrated in 1837 on the cartographic sources.



Plate 14 Quay Street dwellings fronting onto the park (view looking SW)



Plate 15 ‘Harbor Terrace’ sign and date

Plate 16 ‘Harbor Terrace’ insignia

## 4.2. DEVELOPMENT PROPOSAL

The details proposed for the public realm development of Quay Street and Environs and its associated drawings and design rationale accompany the Part 8 application documentation.

The aim of the redevelopment of Quay Street and Environs is the creation of an accessible and family and pedestrian friendly plaza focused on the arches of the Railway Viaduct and the upgrading of the public realm in the carpark areas and green open space on both sides of the Bracken River. Soft landscaping is proposed to accentuate the amenity of green space and the Bracken River. The plaza will continue through to the Harbour, culminating in destination buildings to drive the economic and social offering (Figure 9).

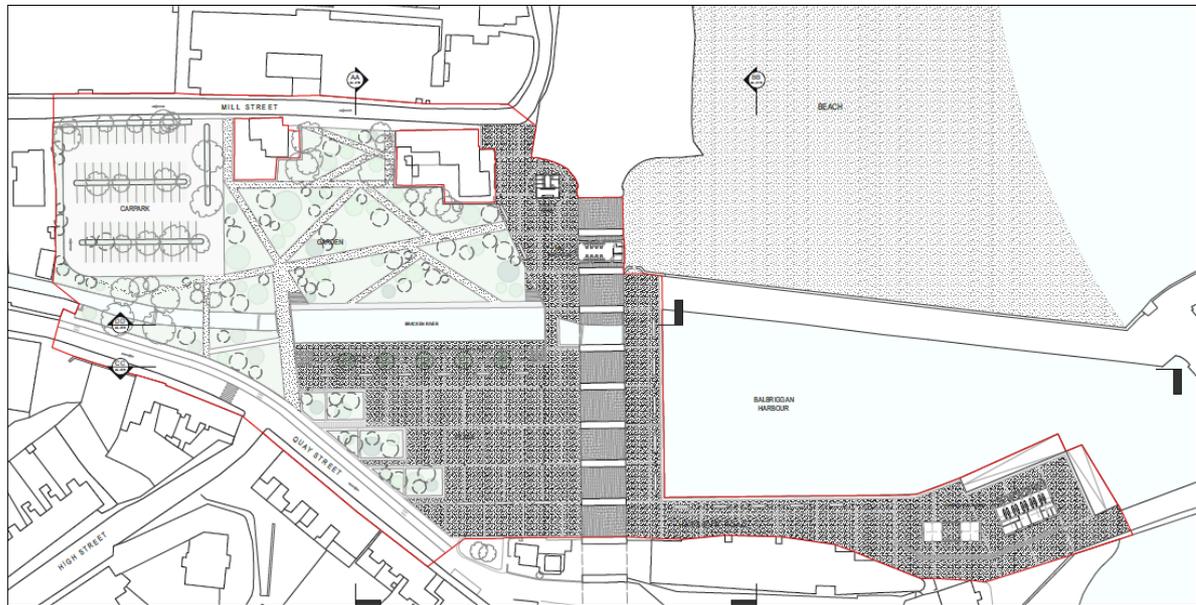


Figure 9 Proposed Quay Street & Environs public realm works

### Surfaces

The design team have explored the retention of the cobble surface that runs beneath the viaduct, and it was found not to be a viable option when designing an accessible public realm scheme. It is proposed to provide a universally accessible and level paving surface from the proposed plaza through the viaduct arches onto the harbours' edge. The existing cobbles will be retained in situ where possible beneath the new surface. A separating layer will be placed on the existing cobbles before new sub base and paving is built up to protect the existing cobbles. This will ensure that the proposals are largely reversible.

The detracting low level walls blocking the viaduct arches will also be removed.

The resurfacing along the historic harbour edge will retain the harbour kerbstone with new surface in place of existing non-original asphalt road surface. In situ concrete paving with marine aggregates are proposed.

### River Widening

It is proposed to widen the channel of the river Bracken for a 70m section at the eastern, this will accommodate terraced seating at the river's edge and planting on the opposite side. The widening of the river will provide flooding alleviation. This will involve the localised dismantling of the river channel and excavation.

### Below ground Services

Existing cast iron watermains in Quay Street and Mill Street will be replaced. The proposed toilet block, kiosks and new harbour building will be serviced by gravity fed foul drainage which will connect to existing foul drainage systems adjacent to each building.

## **5. IMPACT ASSESSMENT**

### **5.1. ARCHAEOLOGY**

There are no recorded archaeological sites or monuments within the subject site, and no archaeological soils or features have been identified during previous archaeological investigations in its vicinity.

There is a potential that structural remains, finds or features associated with the milling industry shown on First Edition OS maps or related to the later Gas Works may be identified during the development of the public realm during the insertion of services or where ground level reduction is required.

Archaeological investigation of the industrial buildings at a site to the north of the subject site identified several features associated with a mill that were not recorded on OS mapping. Industry developed at an extremely fast pace in Balbriggan; and there is a potential that truncated mill races, building foundations and even industrial machinery fragments previously located on the site may be uncovered during the public realm works that were not previously mapped.

There is a potential that earlier surfaces around the harbour area and roads surrounding it and features such as tramway lines (as noted in historic sources above p8) may be found beneath the existing asphalt covering.

The widening of the riverside boundary wall may reveal earlier retaining walls or sluice gates etc. associated with the interaction of industrial activity with the river or evidence of reclamation measures of what was marshy estuarine lands might be revealed.

Any localised excavation or ground levelling that might be required for the new site levels may reveal in-situ industrial heritage features or truncated foundations, including mill races and sluice gates etc.

### **5.2. BUILT HERITAGE**

The industrial growth of Balbriggan, instigated by Baron Hamilton, began in the 1760's and resulted in the firm establishment of the town as a place of industry and prosperity. It created a unique industrial character to the former small fishing hamlet. Harbours, factories, chimneys, mills, roads and the railway brought prosperity and growth to the town. The legacy of the mid-19th century railway is important on a local and regional level, with all of the related infrastructure intact and currently in use.

The interaction of amenity, heritage, and public well-being is vital for sustainable development. The Quay and its environs present a huge opportunity for the town as a central amenity. The public realm redevelopment proposal, in the vicinity of an ACA and upstanding industrial heritage, is an innovative opportunity to positively impact the town's heritage. It will provide people with a sense of place and connection to their historic environment.

The viaduct and the harbour area frame views northeast of the ACA on Quay Street. The existing area is focused predominantly on cars and not people or the environment and is essentially a large car park area. The upgrading of the public realm will enhance the unique character of the Balbriggan Town Core ACA, the structures on Quay Street and the historic features within it. The character and setting of the protected viaduct, and Boat House and harbour will also be enhanced.

## 6. MITIGATION MEASURES -RECOMMENDATIONS

### 6.1. CONSTRUCTION WORKS

Earthmoving and below groundworks will be associated with the Quay Street and Environs public realm redevelopment project proposals. Given the significance of industrial heritage to the town it is recommended that licenced archaeological monitoring of all earthmoving works is carried out, with the provision in the programme for the archaeological recording and excavation of any features that are identified. It is anticipated that features that might be identified will be associated with the former industrial buildings that are shown on the 1<sup>st</sup> OS map onwards.

Monitoring will ensure the full recognition of and recording of all industrial heritage features that may be disturbed below the ground surface. Monitoring should occur as follows; however, the project archaeologist will provide further details of this during construction:

- Any clearance and grubbing out of the overgrown areas across the site should retain any features associated with machinery or fragments of the mills, such as architectural fragments, metal, gates and millstones that might be uncovered. Such items will be reviewed and recorded by the project's archaeologist and, if appropriate, preserved and stored until they can be displayed safely and securely placed in historically relevant locations as part of the presentation of the industrial past.
- All ground excavation and deep intervention works will be monitored. Such works may include excavating foundation pits for lighting, tree pits, and trenches for services and utilities. Features could lie immediately beneath existing site levels.
- Retention of well preserved in-situ 18th/19th-century industrial heritage that might be uncovered/exposed on the site should be explored giving its significance to the town. If retention is not possible full archaeological excavation will be carried out.
- Should archaeological/industrial heritage features be exposed, no further construction can take place in that area until the archaeologist resolves the archaeological issues.
- Any new information gleaned from the results of the monitoring will be included in public signage if appropriate within the public realm.

### 6.2. GENERAL

In accordance with the National Monuments Legislation Fingal County Council will make provision to fund any archaeological work that may take place during the proposed groundworks, as well as the preparation of any reports arising from that work. Adequate financial provision must also be made available for post-excavation work, the conservation of artefacts (if any), and the publication of any archaeological excavation results as required.

All archaeological investigations, monitoring or excavation must be carried out under licence to the National Monuments Section of the DHLGH. Any recommendations made in this report are

subject to approval from the National Monuments Section of the DHLGH and the local planning authority who may make additional recommendations.

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### 7.1. ONLINE SOURCES

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## APPENDIX 1 STANDARDS AND GUIDELINES

The following legislation, standards and guidelines were consulted for this report:

- National Monuments Acts 1930 to 2014 (as amended)
- The Planning and Development Act 2000 (as amended)
- The Heritage Act, 1995
- CAAS Environmental Ltd on behalf of the Environmental Protection Agency (EPA) (2002), Guidelines on the information to be contained in Environmental Impact Statements
- CAAS Environmental Ltd on behalf of the Environmental Protection Agency (EPA) (2003), Advice Notes on Current Practice (in preparation of Environmental Impact Statements)
- Department of Arts, Heritage, Gaeltacht and Islands, (1999a), Framework and Principles for the Protection of the Archaeological Heritage
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- National Roads Authority (2005), Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes
- National Roads Authority (2005), Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes
- National Roads Authority (2017) Project Management Guidelines
- Code of Practice between the National Roads Authority (NRA) and the Minister for Arts, Heritage and the Gaeltacht, June 2000.
- Code of Practice between Transport Infrastructure Ireland (TII) and the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs, 2017.
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999 and the Planning and Development Act (as amended)
- Cork County Council Heritage Unit (2007) Guidance Notes for the Appraisal of Historic Gardens, Demesnes, Estate and their Settings

## APPENDIX 2 SUMMARY OF RELEVANT LEGISLATION

### National Monuments Legislation (1930-2004)

The National Monument Act, 1930 (as amended) provides the formal legal mechanism to protect monuments in Ireland. Protection of a monument is provided via:

Record of Monuments and Places (RMP);

National Monument in the ownership or guardianship of the Minister for Arts, Heritage, Regional, Rural & Gaeltacht Affairs or a Local Authority;

National Monument subject to a Preservation Order (or temporary Preservation Order);

Register of Historic Monuments (RHM).

The definition of a monument is specified as:

any artificial or partly artificial building, structure or erection or group of such buildings, structures or erections;

any artificial cave, stone or natural product, whether forming part of the ground, that has been artificially carved, sculptured or worked upon or which (where it does not form part of the place where it is) appears to have been purposely put or arranged in position;

any, or any part of any, prehistoric or ancient tomb, grave or burial deposit, or (ii) ritual, industrial or habitation site; and

any place comprising the remains or traces of any such building, structure or erection, any cave, stone or natural product or any such tomb, grave, burial deposit or ritual, industrial or habitation site.

Under Section 14 of the Principal Act (1930):

It shall be unlawful...

to demolish or remove wholly or in part or to disfigure, deface, alter, or in any manner injure or interfere with any such national monument without or otherwise than in accordance with the consent hereinafter mentioned (a licence issued by the Office of Public Works National Monuments Branch),

or

to excavate, dig, plough or otherwise disturb the ground within, around, or in the proximity to any such national monument without or otherwise than in accordance...

Under Amendment to Section 23 of the Principal Act (1930):

A person who finds an archaeological object shall, within four days after the finding, make a report of it to a member of the Garda Síochána...or the Director of the National Museum...

The latter is of relevance to any finds made during a watching brief.

In the 1994 Amendment of Section 12 of the Principal Act (1930), all the sites and 'places' recorded by the Sites and Monuments Record of the Office of Public Works are provided with a new status in law. This new

status provides a level of protection to the listed sites that is equivalent to that accorded to 'registered' sites [Section 8(1), National Monuments Amendment Act 1954] as follows:

The Commissioners shall establish and maintain a record of monuments and places where they believe there are monuments and the record shall be comprised of a list of monuments and such places and a map or maps showing each monument and such place in respect of each county in the State.

The Commissioners shall cause to be exhibited in a prescribed manner in each county the list and map or maps of the county drawn up and publish in a prescribed manner information about when and where the lists and maps may be consulted.

In addition, when the owner or occupier (not being the Commissioners) of a monument or place which has been recorded, or any person proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such monument or place, he shall give notice in writing of his proposal to carry out the work to the Commissioners and shall not, except in the case of urgent necessity and with the consent of the Commissioners, commence the work for a period of two months after having given the notice.

The National Monuments Amendment Act enacted in 2004 provides clarification in relation to the division of responsibilities between the Minister of Environment, Heritage and Local Government, Finance and Arts, Sports and Tourism together with the Commissioners of Public Works. The Minister of Environment, Heritage and Local Government will issue directions relating to archaeological works and will be advised by the National Monuments Section and the National Museum of Ireland. The Act gives discretion to the Minister of Environment, Heritage and Local Government to grant consent or issue directions in relation to road developments (Section 49 and 51) approved by An Bord Pleanála and/or in relation to the discovery of National Monuments.

14A. (1) The consent of the Minister under section 14 of this Act and any further consent or licence under any other provision of the National Monuments Acts 1930 to 2004 shall not be required where the works involved are connected with an approved road development.

14A. (2) Any works of an archaeological nature that are carried out in respect of an approved road development shall be carried out in accordance with the directions of the Minister, which directions shall be issued following consultation by the minister with the Director of the National Museum of Ireland.

Subsection 14A (4) Where a national monument has been discovered to which subsection (3) of this section relates, then the road authority carrying out the road development shall report the discovery to the Minister subject to subsection (7) of this section, and pending any directions by the Minister under paragraph (d) of this subsection, no works which would interfere with the monument shall be carried out, except works urgently required to secure its preservation carried out in accordance with such measures as may be specified by the Minister.

The Minister will consult with the Director of the National Museum of Ireland for a period not longer than 14 days before issuing further directions in relation to the national monument.

The Minister will not be restricted to archaeological considerations alone, but will also consider the wider public interest.

### **Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999**

This Act provides for the establishment of a national inventory of architectural heritage and historic monuments.

Section 1 of the act defines "architectural heritage" as:

(a) all structures and buildings together with their settings and attendant grounds, fixtures and fittings,

(b) groups of such structures and buildings, and,

(c) sites

which are of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

Section 2 of the Act states that the Minister (for Arts, Heritage, Gaeltacht and the Islands) shall establish the NIAH, determining its form and content, defining the categories of architectural heritage, and specifying to which category each entry belongs. The information contained within the inventory will be made available to planning authorities, having regard to the security and privacy of both property and persons involved.

Section 3 of the Act states that the Minister may appoint officers, who may in turn request access to premises listed in the inventory from the occupiers of these buildings. The officer is required to inform the occupier of the building why entry is necessary, and in the event of a refusal, can apply for a warrant to enter the premises.

Section 4 of the Act states that obstruction of an officer or a refusal to comply with requirements of entry will result in the owner or occupier being guilty of an offence.

Section 5 of the Act states that sanitary authorities who carry out works on a monument covered by this Act will as far as possible preserve the monument with the proviso that its condition is not a danger to any person or property, and that the sanitation authority will inform the Minister that the works have been carried out.

The provisions in the Act are in addition to and not a substitution for provisions of the National Monument Act (1930–94), and the protection of monuments in the National Monuments Act is extended to the monuments covered by the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act (1999).

### **The Local Government (Planning and Development) Act, 1999**

The Local Government (Planning and Development) Act, 1999, which came into force on 1st January 2000, provides for the inclusion of protected structures into the planning authorities' development plans and sets out statutory regulations regarding works affecting such structures, thereby giving greater statutory protection to buildings. All structures listed in the development plan are now referred to as Protected Structures and enjoy equal statutory protection. Under the 1999 Act the entire structure is protected, including a structures interior, exterior, the land lying within the curtilage of the protected structure and other structures within that curtilage. This Act was subsequently repealed and replaced by the Planning and Development Act, 2000, where the conditions relating to the protection of architectural heritage are set out in Part IV of the Act.

#### *Protected Structures, Curtilage & Attendant Grounds*

A protected structure is defined in the Local Government (Planning and Development) Act 2000 as any structure or specified part of a structure, which is included in the planning authorities' Record of Protected Structures (RPS). Section 57 (1) of the 2000 Act states that "...the carrying out of works to a protected structure, or a proposed protected structure, shall be exempted development only if those works would not materially affect the character of

(a) the structure, or

(b) any element of the structure, which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

By definition, a protected structure includes the land lying within the curtilage of the protected structure and other structures within that curtilage and their interiors. The notion of curtilage is not defined by legislation, but according to Architectural Heritage Protection Guidelines for Planning Authorities (2004)

and for the purposes of this report it can be taken to be the parcel of land immediately associated with that structure and which is (or was) in use for the purpose of the structure.

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. The attendant grounds of a country house could include the entire demesne, or pleasure grounds, and any structures or features within it such as follies, plantations, lakes etc.

