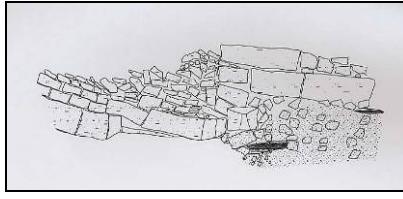




**METRO NORTH
ORAL HEARING**

**Underwater & Intertidal
Archaeological Assessment
River Liffey etc
Part1**



**UNDERWATER & INTER-TIDAL
ARCHAEOLOGICAL ASSESSMENT
RIVER LIFFEY, 100M WEST OF O'CONNELL BRIDGE
TO BUTT BRIDGE, DUBLIN CITY**

08D094, 08R310

Client: The Railway Procurement Agency

THE ARCHAEOLOGICAL DIVING COMPANY LTD.

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ARCHAEOLOGICAL ASSESSMENT
RIVER LIFFEY, 100M WEST OF O'CONNELL BRIDGE
TO BUTT BRIDGE, DUBLIN CITY**

08D094, 08R310

27 January 2008

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EXECUTIVE SUMMARY

The Archaeological Diving Company Ltd (ADCO) was appointed by Irish Archaeological Consultancy Ltd (IAC), on behalf of the Railway Procurement Agency (RPA), to conduct non-disturbance quayside, inter-tidal, and underwater archaeological assessment of the River Liffey between O'Connell Bridge and Butt Bridge. The inter-tidal and underwater assessment was conducted on 9th-12th December 2008; licence numbers 08D094 and 08R310. The assessment was undertaken in a systematic manner across both the inter-tidal and sub-tidal zones. Survey data was logged and position-fixed using a hand-held GPS unit and a Total Station EDM.

The survey area lies within an area of river reclamation, undertaken in the late seventeenth-century, delineated by Eden Quay to the North and Burgh Quay to the South. These quay structures were both constructed c.1800, quayside development within along the River Liffey having largely taken place towards the end of the eighteenth-century and into the early part of nineteenth-century.

The area under assessment retains a number of features of historic interest that include two nineteenth-century quayside structures (Burgh Quay and Eden Quay), a bridge structure of late eighteenth and nineteenth-century date (Carlisle/ O'Connell Bridge), and a nineteenth-century timber revetment associated with Burgh Quay. In addition, a possible fording-point was encountered upstream of O'Connell Bridge.

The first bridge structure to be constructed within the area under assessment was Carlisle Bridge, completed in 1794. This structure provided a crossing point between Sackville Street (now O'Connell Street) and Westmoreland Street. This crossing replaced a ferry service that operated c.40m upstream of the existing O'Connell Street Bridge. Carlisle Bridge was the fourth (masonry) bridge structure to have been built across the River Liffey during the eighteenth-century. The bridge, a low slung, triple-arched structure represented the easternmost bridge

crossing located along the Liffey and its presence helped push the focus of maritime activity eastwards to the newly re-claimed lands east of Custom House Quay. Carlisle Bridge was widened in 1880 to accommodate increased traffic volumes present within in the city. The bridge was subsequently re-named O'Connell Bridge.

It is proposed that the Metro North alignment will cross in tunnel under the River Liffey at the site of O'Connell Bridge. This will not directly affect any of the upstanding features of the bridge structure. A temporary pontoon with decking area will be constructed to the east of O'Connell Bridge and a temporary, decked, bailey-bridge will also be constructed to facilitate traffic management during the construction phase. The bailey bridge will cross the River Liffey to the east of the proposed new Marlborough Bridge, c.100m downstream of O'Connell Bridge. Marlborough Bridge is to be constructed by Dublin City Council and will provide a link from Marlborough Street to the south, and Hawkins Street to the north. This development will impact both of the existing quayside structures located downstream of O'Connell Bridge. The following report provides a detailed account of the existing river environment and is supported by detailed survey of any features encountered as part of the assessment.

This report recommends that no further archaeological pre-construction requirements are necessary prior to commencement of the proposed development. However, Archaeological monitoring, licensed to the Department of the Environment, Heritage and Local Government (DoEHLG), is recommended during all construction works associated with the project. This monitoring process should be conducted on all riverbed and landside ground disturbance activities, with the proviso to resolve fully any archaeological material that becomes apparent.

Recommendations are subject to the approval of the Department of the Environment, Heritage and Local Government (DoEHLG).

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1.0 INTRODUCTION

The Archaeological Diving Company Ltd (ADCO) was appointed by Irish Archaeological Consultancy Ltd (IAC), on behalf of the Railway Procurement Agency (RPA), to conduct a non-disturbance quayside, inter-tidal, and underwater archaeological assessment of the River Liffey, commencing 100m upstream of O'Connell Bridge and continuing downstream to Butt Bridge (Figure 1, Plate 1). The work was conducted under licence from the Department of the Environment, Heritage and Local Government (DoEHLG) as a non-disturbance underwater inspection and metal-detection survey on 9th-12th December 2008; licence numbers 08D094 (Dive Survey Licence) and 08R310 (Detection Device Licence). The survey area is located between National Grid Coordinates: 315867E, 234346N (upstream) and 316249E, 234469N (downstream).

The survey sought to provide a detailed account of the existing riverside environment at this location, supported by detailed survey data to record the historic features present. In addition, a detailed desktop study of relevant archaeological publications and related unpublished archives in the DoEHLG and the National Museum of Ireland (NMI) was undertaken to provide a comprehensive overview of the receiving environment; allowing all impacts arising from the proposed development to be fully assessed and a strategy for their resolution to be implemented.

2.0 PROPOSED DEVELOPMENT

It is proposed that the Metro North alignment will cross under the River Liffey at the site of O'Connell Bridge. The alignment will be contained in tunnels drilled through the limestone bedrock c.28m beneath the River Liffey. To accommodate construction of Metro North, a temporary pontoon decking area will be constructed to the east of O'Connell Bridge (Figure 2). A temporary decked bailey-bridge will also be constructed in order to facilitate traffic management for the construction phase of the project. The bailey-bridge will be located on the River Liffey to the east of the proposed new Marlborough Bridge. The proposed Marlborough Bridge is to be built by Dublin County Council and will provide a link from Marlborough Street in the south to Hawkins Street in the north (Figure 3).

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