

**ARCHAEOLOGICAL AND BUILT HERITAGE
ASSESSMENT
OF THE
NAVAN GDA CYCLE
NETWORK PLAN**

**ON BEHALF OF:
AECOM**

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ABSTRACT

Irish Archaeological Consultancy Ltd has prepared this report on behalf of Aecom to study the impact, if any, on the archaeological and historical resource of the proposed Navan GDA Cycle Network Plan (OS Sheet 25). The assessment was undertaken by Faith Bailey of IAC Ltd.

The proposed scheme will see the construction of a cycle route that traverses the outer environs of Navan town and provides access to the town's suburbs to the south and east. The entirety of the proposed scheme follows the route of existing roads.

There are five individual or groups of recorded monuments located within 150m of the proposed scheme, including the zone of archaeological potential that surrounds Navan Town (RMP ME025-044). The proposed scheme will pass through the eastern part of this zone.

The eastern section of the proposed scheme will be routed along Convent Road and will pass to the immediate south of Athlumney Castle (RMP ME025-032001/2), which is also listed as a National Monument (Ref.: 287). Here the scheme will pass to the immediate north of a recorded church and graveyard (RMP ME025-031/001). A Viking burial is also recorded from the Athlumney area, recovered by antiquarians during the construction of the railway in the 1840s. The exact find spot of the burial remains unknown and it is not included within the SMR. No definite evidence for associated Viking activity has been identified in the intervening years within the landscape. Despite this, a number of theories surround Athlumney and the confluence of the River Boyne and Blackwater, as being the location for the landing of a Viking fleet.

There are 13 protected structures located within the immediate vicinity of the proposed scheme and all are included in the NIAH survey for County Meath. Structures such as Violet Hill House, Boyne Cottage and Athlumney House (later the Loreto Convent) possess associated demesne walls that border Convent Road.

Archaeology

The proposed scheme is, for the most part, low impact. It will involve the reorganisation of existing road layouts in the form of new surfaces and road markings. However, some limited excavations will be required along Convent Road due to the proposed removal and re-erection of three sections of stone boundary walls:

- A 90m portion of the demesne wall associated with Violet Hill House (RPS NT025-138) will be removed and set back 2m to form a new boundary.
- A 95m portion of wall along the northern side of the road (opposite the church and graveyard and dating to the mid-19th century) will also be removed and set back 2m.

- A 162m section of stone wall associated with the Convent demesne, to the west of the railway bridge, will be removed and set back 2m from the existing road.

The new walls will require foundation trenches, likely to have a maximum width of 0.5m and a maximum depth of 1m. It is possible that ground disturbances associated with the excavation of these trenches may have a negative impact on archaeological remains that survive beneath the current ground level with no surface expression.

It is recommended that a programme of test trenching be carried out (within those areas that are accessible) in order to assess the archaeological potential of the proposed wall foundation trenches. This should be carried out in advance of the construction of the proposed scheme. Works should be carried out under licence to the DoCHG. Where works are proposed within the zone of notification for Athlumney Castle, works will require ministerial consent, due to its designation as a National Monument. It is also recommended that the demolition of the walls to be reconstructed is subject to archaeological monitoring.

Further mitigation may be required based on the results of the assessment, such as the preservation in-situ or by record (excavation) of archaeological remains and/or archaeological monitoring.

New set back boundaries will also be required along the Railway Street area, which will require excavations for new footings. Due to the developed nature of this part of the landscape, no adverse impacts are predicted upon the archaeological resource as a result of these works going ahead.

As part of the proposed scheme, some trenches may be required for services such as lighting etc. The extent of these works is currently unknown and will be dependent on contractor design. It is possible that ground works associated with this element of the scheme may have a negative impact on archaeological features or deposits that survive beneath the current ground level within the zones of notification associated with Navan Town (ME025-044), Athlumney Church and Graveyard (ME025-031/001) and Athlumney Castle (ME025-032001/2).

It is recommended that any excavation works required for services that are located within the above zones of notification are subject to archaeological monitoring. Where works are proposed within the zone of notification for Athlumney Castle, works will require ministerial consent, due to its designation as a National Monument.

It is possible that ground disturbances associated with the insertion of a platform on Circular Road will impact on the remains of the 'Spa Well'. It is recommended that the Spa Well is avoided during construction works and remains publically accessible following the completion of the scheme. It is also recommended that the new platform surface and guarding should be carefully designed using steel grille decking and well-designed guarding to allow views of the well below (from the current street level).

It is proposed to plant new trees along the northern side of Convent Road (to the west of the railway line). Ground disturbances associated with the excavation of planting pits may have a negative impact on archaeological features or deposits that have the potential to survive beneath the current ground level in this area. It is recommended that all excavation works associated with the planting of new trees along Convent Road are subject to archaeological monitoring.

Architecture

The following works are proposed along the eastern side of Railway Street that would result in a negative impact on the architectural heritage resource:

- A 16m portion of early 20th century stone wall will be set back 2-3m to form a new boundary to the immediate south of the level crossing.
- A 25m portion of mid-19th century stone wall will be set back 2-3m to form a new boundary on the eastern side of Railway Street. This will also necessitate the removal of a modern extension that abuts the Station Master's House (RPS NT025-156).
- The entrance into Navan Train Station will be upgraded. The entrance has been altered in the past, but two stone piers associated with the original entrance are still present.
- A 30m stretch of early 20th century railings and vehicular entrance, associated with the contemporary council offices to the east (PRS NT025-155), will be set back c. 2-3m. A short section of stone walling that separates St Finian's Terrace from the council offices, will be removed.
- Works along Railway Street may lead to the removal of the existing cast iron lamp stands, which flank the streets.

As part of the proposed works, the existing modern level crossing on Railway Street will be widened to the east and a 47m portion of modern stone walling will be set back 2-3m to form a new boundary between Railway Street and a car park associated with a council building to the east. In addition, 23m of modern stone walling associated with the Solstice Centre (at the junction of Railway Street and Circular Rd) will be set back 2-3m to create a new boundary. These changes will not impact negatively upon the architectural heritage resource as the features are modern in nature and will be reconstructed in their current form.

The 16m set back portion of 20th century walling to the south of the level crossing on Railway Street should be reconstructed using lime mortar.

The 25m of limestone wall and capping that bounds the Station Master's house, should be rebuilt on a new alignment, using only the salvaged stone bedded and pointed using lime mortar. The demolition of the flat roof extension should be carried

out to best conservation practice, ensuring that any replacement will not detract from the historic character of the house.

The entrance pillars into the car park of the station should be retained in their current position. If this is not possible, they should be dismantled and erected.

The railings and gate piers along the council offices are in poor condition. Their realignment is an opportunity to repair these historic features. The metalwork is badly corroded, especially along the base which is set directly on the ground. Given the extent of corrosion, they should be raised off the ground. The gate piers may be built using Ardbraccan stone, a limestone that can be prone to serious decay such as in this case where the natural fissures have washed out leaving the stone fragmented. These stones may need to be stabilised in-situ prior to their removal and resetting.

The alteration of the wall along St Finian's Terrace should be carried out by skilled mason, using lime mortar. The existing quoin stones at the jamb should be relocated to the new face of the wall and the gaps carefully infilled with salvaged stone. Any surplus stone should be set aside for use on neighbouring walls as part of the works.

It is recommended that all historic street lamp stands be retained as part of the proposed scheme. If this is not possible the items should be re-erected in close proximity to their original positions.

It is proposed to widen a section of Convent Road in order to facilitate the construction of the cycle way. This will result in the removal of the following:

- A 90m portion of the demesne wall associated with Violet Hill House (RPS NT025-138) will be removed and set back 2m to form a new boundary. The wall is likely to date to the later part of the 18th century.
- A 95m portion of wall along the northern side of the road (opposite the church and graveyard and dating to the mid-19th century) will also be removed and set back 2m. This wall dates to the mid-19th century.
- A 162m section of stone wall associated with the Athlumney House demesne (later Loreto Convent), to the west of the railway bridge, will be removed and set back 2m from the existing road. This wall dates to the mid-19th century.
- It should be noted that impacts upon walls directly associated with Athlumney Castle and the church and graveyard at Athlumney were avoided during the design process due to the national significance of the structures.

The above all represent direct impacts on the built heritage resource along Railway Street and Convent Road, including the alteration of curtilage structures associated with protected structures (Former Station Master's House, former council offices and Athlumney House). The impacts are considered to be slightly negative when

considering the nature of the existing developed environment along Railway Street and the development within the former Athlumney House demesne (and distance of the principal structures from the proposed scheme). The impact on Violet Hill House is deemed to be moderately negative due to the large scale disturbance that has previously taken place at the site and the current condition of the overall demesne, which is poor.

The proposals may also negatively impact on the visual amenity and setting of the built heritage sites, by the use of highly contrasting surfaces to delineate the cycle lane from the carriageway.

Lighting and signage will need to be carefully placed and designed so as to not detract from the historic setting of the heritage resource.

The three sections of stone walling that will require relocation along Convent Road should be re-erected in consultation with the Meath County Council Conservation/Heritage Officer and aim to replicate the character of the existing walls. Both sides of the walls should be subject to a full written and measured photographic record prior to demolition, with vegetation removed in advance if required.

Original walling material should be re-used within the reconstructed walls, including the weathered facing of the existing walling. Material should not be moved off site and the reconstruction should immediately follow demolition to ensure that material is not misplaced or lost.

Sample panels may be required for agreement with Meath County Council, along with advice from a conservation specialist, in order to define the appropriate specification. Works should be carried out by appropriately skilled masons.

It is recommended that muted colours are used to denote the difference between the proposed cycle way and the carriage way. In addition, the placement of required lighting and signage should be carefully designed and carried out in consultation with the Meath County Council Conservation/Heritage Officer.

As part of the proposed works, the existing parapet railings along the northern side of the railway bridge will be replaced (RPS NT025-135) and new railings installed on both bridge parapets. These works may have a negative impact on the original fabric of the structure.

The railway bridge railings should be well-designed and of good quality and durable materials so as to reduce the impact on the historic stonework and views towards and from the bridge. While ensuring that safety considerations are met, the railings should avoid heavy infill panels and utilise slender steel sections that will reduce visual impact. Care should be taken to ensure that fixing locations line up with existing stone joints, or preferably supports should be independent of the bridge. Any damage to the parapets from the removal of the existing railings or ivy to be made good using lime and sand mortar.

No direct, negative impacts are predicted upon the remaining architectural heritage resource, as a result of the proposed scheme going ahead.

Should the nature of the proposals change in anyway, and involve the removal of structures or impacts on protected structures, advice should be sought from a historic buildings expert as to the nature and extent of any mitigation that may be required.

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1 INTRODUCTION

1.1 GENERAL

The following report details an archaeological and built heritage assessment undertaken in advance of the proposed Navan GDS Cycle Network Plan (Figure 1). This assessment has been carried out to ascertain the potential impact of the proposed development on the archaeological, built heritage and historical resource that may exist within the vicinity of the proposed scheme. The assessment was undertaken by Faith Bailey of Irish Archaeological Consultancy Ltd, on behalf of Aecom. The report follows on from an assessment carried out in May 2018, but has been updated given that more detail is now available in relation to the design and construction of the proposed scheme.

Given the built heritage sensitivities of the Convent Road area and Railway Street area, the assessment has been supplemented with advice from a Conservation Architect (Fergal Mc Namara, Appendix 1).

The proposed scheme is located within Navan town and its hinterland (OS Sheet 25), (Figure 1). It extends from Trim Road to Convent Road via Railway Road, Circular Road, Kells Road (R147) and Summerville (Convent Road). It will travel through the townlands of Balreask Old, Limekiln Hill, Dillonsland, Town Parks and Athlumney.

The assessment involved a detailed study of the archaeological and historical background of the proposed scheme and the surrounding area (Figure 2). This included information from the Record of Monuments and Places of County Meath, the County and Town Development Plan, the topographical files within the National Museum and all available cartographic and documentary sources for the area. A field inspection has also been carried out with the aim to identify any previously unrecorded features of archaeological or historical interest.

1.2 THE DEVELOPMENT

The scheme will provide for the upgrade of the existing road network to incorporate a cycle route. This will involve new road layouts within existing carriage ways, although some widening works are anticipated, especially along Railway Street and Convent Road. The overall scheme extents are marked on Figure 2.

Railway Street (Figure 3a)

A 16m portion of early 20th century stone wall will be set back 2-3m to form a new boundary to the immediate south of the level crossing (on the eastern side of Railway Street).

The existing modern level crossing on Railway Street will be widened to the east.

A 25m portion of mid-19th century stone wall will be set back 2-3m to form a new boundary on the eastern side of Railway Street. This will also necessitate the removal of a modern extension that abuts the Station Master's House (RPS NT025-156).

The entrance into Navan Train Station will be upgraded. The entrance has been altered in the past, but two stone piers associated with the original entrance are still present.

A 47m portion of modern stone walling will be set back 2-3m to form a new boundary between Railway Street and a car park associated with a council building to the east.

A 30m stretch of early 20th century railings associated with the contemporary council offices to the east (PRS NT025-155), will be set back c. 2-3m. A short section of stone walling that separates St Finian's Terrace from the council offices, will be removed.

23m of modern stone walling associated with the Solstice Centre (at the junction of Railway Street and Circular Rd) will be set back 2-3m to create a new boundary.

The 'Spa Well', located to the immediate south of Circular Road, will be partially concealed by a new platform, which ensures adequate space for pedestrians etc at a proposed zebra crossing.

Convent Road (Figures 3b and 3c)

A 90m portion of the demesne wall associated with Violet Hill House (RPS NT025-138) will be removed and set back 2m to form a new boundary.

A 95m portion of wall along the northern side of the road (opposite the church and graveyard) will also be removed and set back 2m.

An 162m section of stone wall associated with the demesne originally established as part of the Athlumney House and later Loreto Convent (NT025-131/130), to the west of the railway bridge, will be removed and set back 2m from the existing road.

As part of the works, services will be required for lighting etc. The exact layout of works associated with this element of the project will form part of the detailed design works prior to construction. However, it is anticipated that works will be confined to the existing carriageways.

2 METHODOLOGY

Research for this report was undertaken in two phases. The first phase comprised of a paper survey of all available archaeological, historical and cartographic sources. The second phase involved a field inspection of the site.

2.1 PAPER SURVEY

- Record of Monuments and Places for County Meath;
- Sites and Monuments Record for County Meath;
- National Monuments in State Care Database;
- Preservation Orders List;
- Topographical files of the National Museum of Ireland;
- Cartographic and written sources relating to the study area;
- Meath County Development Plan 2013–2019;
- Navan Development Plan 2009-2015;
- Aerial photographs;
- Excavations Bulletin (1970-2017)
- National Inventory of Architectural Heritage.

Record of Monuments and Places (RMP) is a list of archaeological sites known to the National Monuments Section, which are afforded legal protection under Section 12 of the 1994 National Monuments Act and are published as a record.

Sites and Monuments Record (SMR) holds documentary evidence and field inspections of all known archaeological sites and monuments. Some information is also held about archaeological sites and monuments whose precise location is not known e.g. only a site type and townland are recorded. These are known to the National Monuments Section as ‘un-located sites’ and cannot be afforded legal protection due to lack of locational information. As a result, these are omitted from the Record of Monuments and Places. SMR sites are also listed on a website maintained by the Department of Culture, Heritage and the Gaeltacht (DoCHG) – www.archaeology.ie.

National Monuments in State Care Database is a list of all the National Monuments in State guardianship or ownership. Each is assigned a National Monument number whether in guardianship or ownership and has a brief description of the remains of each Monument.

The Minister for the DoCHG may acquire national monuments by agreement or by compulsory order. The state or local authority may assume guardianship of any national monument (other than dwellings). The owners of national monuments (other than dwellings) may also appoint the Minister or the local authority as guardian of that monument if the state or local authority agrees. Once the site is in ownership or guardianship of the state, it may not be interfered with without the written consent of the Minister.

Preservation Orders List contains information on Preservation Orders and/or Temporary Preservation Orders, which have been assigned to a site or sites. Sites deemed to be in danger of injury or destruction can be allocated Preservation Orders under the 1930 Act. Preservation Orders make any interference with the site illegal. Temporary Preservation Orders can be attached under the 1954 Act. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation must be reviewed. Work may only be undertaken on or in the vicinity of sites under Preservation Orders with the written consent, and at the discretion, of the Minister.

Topographical files of the National Museum of Ireland is the national archive of all known finds recorded by the National Museum. This archive relates primarily to artefacts but also includes references to monuments and unique records of previous excavations. The find spots of artefacts are important sources of information on the discovery of sites of archaeological significance.

Cartographic sources are important in tracing land use development within the development area as well as providing important topographical information on areas of archaeological potential and the development of buildings. Cartographic analysis of all relevant maps has been made to identify any topographical anomalies or structures that no longer remain within the landscape.

- Sir William Petty, Down Survey Map, 1654-56, *Barony of Navan 1654-6*
- Thomas William's *Map of Navan*, 1756
- William Larkin's *Map of the County Meath*, 1812
- Ordnance Survey maps of County Meath (1836, 1895, 1907)

Documentary sources were consulted to gain background information on the archaeological, architectural and cultural heritage landscape of the proposed development area.

Development Plans contain a catalogue of all the Protected Structures and archaeological sites within the county. The Meath County Development Plan (2013–2019) and Navan Development Plan (2009-2015) were consulted to obtain information on cultural heritage sites in and within the immediate vicinity of the proposed scheme.

Aerial photographic coverage is an important source of information regarding the precise location of sites and their extent. It also provides initial information on the terrain and its likely potential for archaeology. A number of sources were consulted including aerial photographs held by the Ordnance Survey and Google Earth.

Excavations Bulletin is a summary publication that has been produced every year since 1970. This summarises every archaeological excavation that has taken place in Ireland during that year up until 2010 and since 1987 has been edited by Isabel Bennett. This information is vital when examining the archaeological content of any

area, which may not have been recorded under the SMR and RMP files. This information is also available online (www.excavations.ie) from 1970–2017.

The **National Inventory of Architectural Heritage** is a government-based organisation tasked with making a nationwide record of significant local, regional, national and international structures, which in turn provides county councils with a guide as to what structures to list within the Record of Protected Structures. The architectural survey for County Meath was completed during 2004. The NIAH have also carried out a nationwide desk-based survey of historic gardens, including demesnes that surround large houses. This has also been completed for County Meath. This was examined in relation to the surviving demesnes within the surrounding area of the proposed scheme.

2.2 FIELD INSPECTION

Field inspection is necessary to determine the extent and nature of archaeological and historical remains, and can also lead to the identification of previously unrecorded or suspected sites and portable finds through topographical observation and local information.

The archaeological and architectural field inspection entailed:

- Walking the proposed scheme and its immediate environs.
- Noting and recording the terrain type and land usage.
- Noting and recording the presence of features or structures of archaeological or historical significance.
- Verifying the extent and condition of any recorded sites.
- Visually investigating any suspect landscape anomalies to determine the possibility of their being anthropogenic in origin.

3 RESULTS OF DESKTOP STUDY

3.1 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The proposed scheme will see the construction of a cycle network traversing Navan town and providing access to the town's suburbs to the south and east. The proposed scheme is therefore comprised of stretches of road within Navan town and within the town's hinterland.

3.1.2 Prehistoric Period (7000BC-AD400)

Mesolithic Period (c. 7000–4000BC)

The Mesolithic period is the earliest time for which there is clear evidence for prehistoric activity in Ireland. During this period people hunted, foraged and gathered food and appear to have had a mobile lifestyle. The most common evidence found to show the presence of Mesolithic communities at a site consists of scatters of worked flint material, a by-product from the production of flint implements. Whilst it is probable that the River Blackwater and River Boyne were utilised by Mesolithic populations, no direct evidence for same has been identified to date within the archaeological record.

Neolithic Period (c. 4000–2500BC)

The Neolithic period was revolutionary; for the first time, there is evidence for the emergence of farming societies in Ireland. There was profound change as people moved (both gradually and rapidly) from a peripatetic lifestyle to one organised around animal husbandry and cereal cultivation. Understandably, the transition to the Neolithic was marked by major social transformation; communities expanded and moved further inland to create more permanent settlements. This afforded the opportunity for the further development of agriculture, which altered the physical landscape. Forests were rapidly cleared and field boundaries constructed. Pottery was also being produced, possibly for the first time, as well as a variety of other artefacts including polished stone axes, a variety of flint tools and saddle querns for grinding corn.

With the advent of the Neolithic period the emergence of the megalithic tomb occurred. There are four types of tomb; court cairn, portal, passage and wedge. It is likely that these were large communal ritual monuments. The County of Meath has experienced a long sequence of settlement, which was heavily focused on the Boyne River. The early prehistory of the region is dominated by several important cores, including the Boyne Valley, Tara, Fourknocks and, further to the west, Loughcrew. The most renowned of these centres are the large Neolithic complexes at Newgrange, Knowth and Dowth. These are protected as part of the UNESCO World Heritage Site of *Brú na Bóinne*. Whilst there are no recorded sites of this date located within the vicinity of the proposed scheme, it is probable that the presence of the rivers continued to make the area attractive to local populations.

Bronze Age Period (c. 2500–800BC)

The Bronze Age heralded further change within society both in terms of material culture and social practises as well as the nature of the construction and use of sites and monuments. Megalithic tombs were no longer constructed and the burial of the individual became more typical. Cremated or inhumed bodies were often placed in a cist, a small stone box set into the ground, or a stone lined grave. Burials were often made within cemeteries which were either unenclosed or else marked in the landscape with the construction of an earthen barrow. Barrows of this period vary in form and can include the ring-ditch, the embanked ring-ditch, the ring barrow, the bowl barrow and the bowl barrow lacking an external bank. In general, ring-ditches date to the Bronze Age, with the earlier examples being simpler in form and later examples incorporating entrances and a wider range of burial practices. Ring ditches appear to have continued to be built, and earlier monuments re-used, during the Iron Age and early medieval period.

A number of Bronze Age burial sites have been recorded within the wider environs of Navan, several of which appear to focus upon the valley of the River Boyne to the northeast of Navan Town.

The most common Bronze Age site within the archaeological record is the burnt mound or *fulacht fiadh*. Over 7000 *fulachta fiadh* have been recorded in the country and hundreds excavated, making them the most common prehistoric monument in Ireland (Waddell 2010, 183). Although burnt mounds of shattered stone occur as a result of various activities that have been practiced from the Mesolithic to the present day, those noted in close proximity to a trough are generally interpreted as Bronze Age cooking/industrial sites. *Fulachta fiadh* generally consist of a low mound of burnt stone, commonly in horseshoe shape, and are found in low lying marshy areas or close to streams. Often these sites have been ploughed out and survive as a spread of heat shattered stones in charcoal rich soil with no surface expression in close proximity to a trough. A *fulacht fiadh* (RMP ME025-044015) is located c. 500m northwest of the proposed scheme and multiple examples of these monuments have been excavated within the wider environs of Navan Town.

Iron Age Period (c. 800BC – AD400)

In comparison to the rest of Irish prehistory there is relatively little evidence in Ireland, as a whole, representing the Iron Age. As in Europe, there are two phases of the Iron Age in Ireland; the Hallstatt and the La Tène. The Hallstatt period generally dates from 700 BC onwards and spread rapidly from Austria, across Europe, and then into Ireland. The later Iron Age or La Tène culture also originated in Europe during the middle of the 5th century BC. This theory has been challenged in recent years by John Koch and Barry Cunliffe, amongst others. Cunliffe has put forward an opposing theory suggesting that the Insular Celtic Cultures originated in Western Europe (Koch and Cunliffe 2013). Although Iron Age activity has been recorded at the Tara complex to the southeast, there are no definitively Iron Age sites within the vicinity of the proposed scheme.

3.1.3 Early Medieval Period (AD400–1100)

The early medieval period is portrayed in the surviving literary sources as entirely rural, characterised by the basic territorial unit known as a *túath*. Byrne (1973) estimates that there may have been at least 150 kings in Ireland at any given time during this period, each ruling over his own *túath*. During this turbulent period, defensive enclosures known as ringforts, regarded as defended family homesteads, were constructed to protect farmsteads. The extant dating evidence suggests they were primarily built between the 7th and 9th centuries AD (Stout 1997, 22–31). These are the most frequently recorded archaeological site type and c. 50,000 examples are recorded in the Irish landscape.

The early medieval landscape also saw the construction of a large number of ecclesiastical sites throughout Ireland in the centuries following the 5th century AD. These early churches tended to be constructed of wood or post-and-wattle (O’Sullivan et al 2014). Many of the sites, some of which were monastic foundations, may have originally been defined by an elliptical enclosing wall or bank similar to that found at the coeval secular sites mentioned above. This enclosing feature may have bounded a sacred area. An inner and outer enclosure can be seen at some important sites; the inner enclosure surrounding the sacred area of church and burial ground and the outer enclosure providing a boundary around living quarters and craft areas.

Navan is traditionally associated with *Nuacgangball*, where an early monastery was thought to have been established by Saint Fechin. However, there is no reference to the monastery within the Annals, although it is possible that the recorded church and graveyard that is located to the immediate south of the proposed scheme along Convent Road may possess early medieval origins (RMP ME025-031/001/ RPS NT025-136). The church is listed in records from the beginning of the 1300s, the graveyard is, however, sub-circular, which may indicate the presence of an earlier enclosing feature that eventually became the boundary of the graveyard.

The most significant archaeological discovery to be identified within the town from this period was a Viking burial, unearthed in 1848 on the eastern bank of the River Boyne during the construction of the railway. Presumably the discovery was made within the townland of Athlumney, although an explicit site location is not recorded in Wilde’s initial report in 1850, or a later article concerning the artefacts in 1861. The burial is described as follows:

It was found when making a railway cutting near Navan Station adjoining the River Boyne in July 1848, associated with a quantity of human remains; the skull of a horse; a number of antiquities including a bronze bridle-bit, a harness plate; iron rings plated with bronze; some small bronze buttons; and seven ornamented gilt bronze plaques.

Wilde stated that the human bodies did not appear to have been placed in any order; in the surrounding earth was found a great quantity of charcoal extending from 2 ft. to 10 ft. below the surface. ‘A small portion only of the grave, or battle-pit (if such it were), was traversed by the railway cutting, so

that much of the ground of this very remarkable interment remains as yet unexplored’.

www.navanhistory.ie/index.php?page=viking-burial

Viking burials can sometimes indicate settlement in an area. Clinton (2000) asserts that a Viking fleet landed close to the confluence of the River Boyne and River Blackwater at *Dún Dubchomair*, which may have been the area containing the Viking burial and today contains a recorded motte (RMP ME025-033), which is located c. 110m southwest of the proposed scheme where it travels along Convent Road. These assertions are partially based on archaeological investigations carried out within this area in 1976, when an excavated sewer trench (c. 95m southwest of the proposed scheme) was investigated by Eamonn Kelly.

The investigations revealed the presence of two denuded banks (width c. 18m, length c. 75-80m), which were aligned northeast-southwest, to the north and south of the motte. A number of pits and features were identified during the works, including two relatively substantial ditches, although no datable material was found in association with any of the features (Kelly 1983, 78). Several sherds of post medieval pottery were found in the topsoil, which have since been listed by the National Museum of Ireland within their Topographical Files (Appendix 3). Kelly’s plan of the earthworks in the 1983 publication show them terminating before reaching Convent Road.

Superficially the earthworks were interpreted as the remains of a bailey, associated with the motte. However, Kelly states that the evidence for this is inconclusive, as the earthworks could never have formed a continuous earthwork and may not even be contemporary with one another (ibid. 80), although it is acknowledged that they may have formed defensive features. Kelly acknowledges again in 2015 that interpreting the site is not without difficulties (2015, 63). Indeed, the fact that the site is adjacent to a steep drop down to the river would have made landing ships difficult.

Primarily, the account of the Viking Fleet at *Dún Dubchomair* comes from the description of the Life of St Findchua (cited in Kelly 2015, 65). When the Vikings refused to guarantee that they would not plunder the landscape, they were attacked by the King of Tara and defeated. Following this *Dún Dubchomair* was given to the saint, which may have led to the establishment of the church and graveyard described in above paragraphs as potentially being early medieval in date (RMP ME025-031/001/ RPS NT025-136).

Whilst there are a number of existing theories about the Athlumney landscape, the lack of direct dating evidence and the vagueness associated with early medieval records, means that the equating of the denuded earthwork features directly with a Viking settlement/ longphort, could be argued to be tenuous. It is clear that based on the presence of the undated archaeological features, motte and the potential early medieval church site to the north (along with the later castle), that the general area possesses archaeological potential. However, further research/fieldwork, which is beyond the scope of this assessment, may reveal the level of archaeological complexity in the future.

3.1.4 Medieval Period (AD1100–1600)

Norman involvement in Ireland began in 1169, when Richard de Clare and his followers landed in Wexford to support Diarmait MacMurchadha, deposed King of Leinster, in his bid to regain the Kingdom of Leinster. Two years later de Clare (Strongbow) inherited this kingdom through marriage to Diarmuid's daughter Aoife. By the end of the 12th century the Normans had succeeded in overthrowing the previous ruling elites in much of the country. Large land grants given by the King to his followers meant that great swathes of land were parcelled out among the Norman elites in a process known as sub-infeudation.

Navan was one of the first boroughs to be established by the Anglo-Normans and had become a walled town by the time Hugh de Lacy died in 1186 (RMP ME025-044) (Bradley 1985). In 1539, a grant was made for 'building the walls of Navan' after it was described as 'not walled nor defensible' due to repeated attacks by the Irish. Several merchants were bonded for a thousand pounds on condition that 'they shall in ten years build a wall of lime and stone as the Lord Deputy and the Council shall appoint.' The line of the town wall is clear within the town (RMP ME025-044003), as it marks the urban core, despite the rapid expansion beyond the walls from the late 18th century (Thomas 1992, 170-3). The only visible section of the wall is located on the north side in the yard of the Urban District Council, at Barrack Lane. This consists of a section of wall measuring c. 15m in length. The remains of a semi-circular bastion are also visible within this short section. On the east side of the town a short section of the wall appears to be embedded within the walls of a shop front. This tract is c. 1m in width and has two splayed openings that may have been arrow loops.

The area of the medieval town is characterised by a relatively intact burgage plot pattern. The medieval marketplace was located at the junction of the medieval streets in what was later known as Market Square. The market has a triangular form, which was typical of towns established under the Normans in both Britain and Ireland. The remnants of the market cross that once stood in the square (RMP ME025-044002), can be dated to c. 1585. The proposed scheme runs along Circular Road to the south of the medieval town extents. However, it will also follow Timmons Hill, which is a relatively modern road that runs through the very eastern extent of the medieval town, parallel to the River Boyne.

A second Anglo-Norman manor, at Skreen, extended to the eastern banks of the Boyne at Athlumney. This barony was granted to the de Pheypo family by Hugh de Lacy in 1172 and was in turn sub-divided into manors. In 1194, Athlumney was held by an Amaury de Pheypo. This lord is attributed with the construction of the motte castle (RMP ME025-033) located on the banks of the Boyne, c. 110m southwest of the proposed scheme. The motte is strategically placed at a fording place on the Boyne and investigations by Kelly in 1976 adjacent to the motte revealed what was initially thought to be earthworks associated with a possible bailey. The investigations were ultimately inconclusive (Kelly 1983). It is possible that the remains that were identified (ditches, pits etc) are associated with some medieval settlement within the area, although this is not definitive.

The remains of a medieval church are recorded within Athlumney, to the west-northwest of the castle (RMP ME025-031/ RPS NT025-136). A church was listed here in the ecclesiastical taxation during the early 14th century (1302-06) (SMR file). According to Dopping's Visitation (1682-5) the church was out of repair since 1641 and the graveyard was not fenced at the time (Ellison 1972, 6, cited in the SMR record).

During the 15th century, it is possible that the motte (RMP ME025-033) was replaced at Athlumney with the construction of a tower house (RMP ME025-032001). The structure is located c. 22m northeast of the proposed scheme and now forms part of the Athlumney Castle complex (RMP ME025-032002). In the late 16th/early 17th century, a three-storey, four-bay house was constructed onto the southern side of the tower house (RMP ME025-032002). The building has four sets of widely spaced mullioned windows, large corridors and a ground floor kitchen (SMR file). According to the Civil Survey (1654-6) Lawrence Dowdall owned 200 acres at Athlumney in 1640 and the property included 'A castle and a large stone howse, a water mill and a tuck mill, two fishing weares, and a church and two open quarries' (Simington 1940, 62). Today the structure is in ruin but is also listed as a National Monument. The proposed scheme will pass to the immediate south of the southern gable end, where it fronts onto Convent Road.

3.1.5 Post Medieval Period (AD1600-1900)

In 1628, Sir Roger Jones, was created Viscount Ranelagh. He was simultaneously created Baron Jones of Navan. The first Viscount was succeeded by his eldest son, Arthur, the second Viscount, who represented Weobly in the English Parliament. Arthur was succeeded by his son, Richard, the third Viscount, who was created Earl of Ranelagh in the Peerage of Ireland in 1677. On Richard's death in 1712 the earldom became extinct while the barony and viscounty became dormant.

These titles remained dormant until 1759 when Charles Wilkinson Jones successfully claimed the titles, and became the fourth Viscount. This was achieved with the assistance of Thomas Williams who drew up one of the earliest maps of the town in 1756. At this time, the estimated population of the town was in the region of 2,700. The titles became extinct on the seventh Viscount's death in 1885.

Navan town continued in importance throughout the post-medieval period and most of the extant buildings in the town centre date from the 18th and 19th centuries. The 19th century mapping shows Navan as a thriving market town with mill races, corn mills, a distillery, flax mills and canal channels.

Samuel Lewis, writing in 1837, describes Navan as:

'an incorporated market and post-town, and a parish, in the Barony of Lower Navan, county of Meath containing 5292 inhabitants and about 850 houses, many of which are well built; altogether it has a neat, cheerful, and thriving appearance. The Cavalry Barracks, on the site of the ancient abbey are adapted for 4 officers and 52 non-commissioned officers and privates, with

stabling for 50 horses. The chief trade is in provisions, which is extensively carried on with Drogheda, and seems to have been consequent on the opening of the Boyne Navigation from that part to Navan [...]. There is also a considerable retail trade with the surrounding districts. In the immediate vicinity of the town, and closely connected with its trade, though locally within the limits of the adjoining parish of Athlumney, are flax-mills on the river Boyne, affording regular employment, on the average, to about 260 persons [...]. There are also some smaller mills in the town, chiefly for oatmeal and a paper-mill upon a small scale, chiefly for the coarser sorts of paper. The distillery belonging to Mr. James Morgan is capable of producing 30,000 gallons of whiskey annually.'

During this period the Boyne Canal was also established. The section of the proposed scheme that runs along Convent road is located to the east of the path of the canal. To the immediate north and south of the R153 the canal channel has been backfilled. However, much of the route to the north remains extant. The Boyne Navigation Company began work on the lower section of the navigation from the sea lock at Oldbridge to Slane in 1748. This was completed in the 1760s. The upper section, which the proposed scheme will pass beneath, from Slane to Navan, was completed in 1800. The main cargo on the navigation was grain and flour between the mills on the river and the port of Drogheda, with coal travelling in the other direction. At four places along the route the towpath switches from one side of the river to the other. Where this occurred, the horse would step onto the barge while it was poled across to the other side.

In 1902 James McCann of Ardsallagh Navan took over the canal from the Boyne Navigation Company on a lease of seven years. A pleasure cruiser, the 'Ros na Ree', operated a passenger service in the summer months between Oldbridge and Navan during the years 1905-1914. Despite this the canal did not turn a profit and as such the Boyne Navigation Company went into liquidation in 1913. In 1915 the canal was bought by John Spicer and continued in operation until 1923 when it was abandoned. An Taisce bought the canal from John Spicer for £1 in 1969 (boyne.iwai.ie/the-navigation).

It was also during the post medieval period that a number of changes took place within the landscape, which related to the residences of the landed gentry. The 18th century saw a dramatic rise in the establishment of large residential houses and associated park land demesnes. The large country house was only a small part of the overall estate of a large landowner and provided a base to manage often large areas of land that could be located nationwide. The initial formal avenue and geometric garden designs in fashion during the 17th and early 18th centuries were replaced during the mid-18th century by the adoption of parkland landscapes – to be able to view a large house within a natural setting. Although the creation of a parkland landscape involved working with nature, rather than against it, considerable constructional effort went into their creation. Earth was moved, field boundaries disappeared, streams were diverted to form lakes and quite often roads were

completely diverted to avoid travelling anywhere near the main house or across the estate.

The proposed scheme passes to the west of the former demesne associated with Greenmount House, within the townland of Dillonsland. However, this house is no longer extant and the demesne has been subject to residential development.

A portion of the eastern part of the proposed scheme travels to the immediate northeast of two demesnes that are marked on the first edition OS map of 1836. The first was associated with Boyne Cottage (RPS NT025-133), whilst the second is associated with a house named as Violet Hill (RPS NT025-138). The first edition OS map shows the extent of the designed landscapes, with an additional landscape associated with Boyne View marked to the southeast. This section of the proposed scheme also travels to the west and south of a demesne established during the second half of the 19th century. This was initially associated with Athlumney House, but by 1897 the Loreto Convent had been established on the site and the demesne extended. Both the convent school and the original house are protected structures (RPS NT025-030/131).

3.2 SUMMARY OF PREVIOUS ARCHAEOLOGICAL FIELDWORK

A review of the Excavations Bulletin (1970-2017) has revealed that several archaeological investigations have been undertaken in the vicinity of the proposed scheme. It should be noted that the 1976 investigation carried out by Eamonn Kelly is not listed in the Excavations Bulletin, but the results are described on page nine of this assessment.

Archaeological monitoring of the excavation of a 3km sewer pipeline was carried out in 2004. This pipeline shadowed the route of the GNR railway, which crosses the proposed scheme (New Road and Convent Road). Monitoring continued for the duration of the topsoil-strip and for selective portions of the pipe trenching. No features of archaeological importance were identified during the course of the works (Bennett 2004:1295, Licence Ref.: 04E0684).

Archaeological test trenching was carried out at St. Anne's Convent on Railway Street, c. 70m northwest of the proposed scheme. Despite the fact that the trenches traversed an area previously in use as a graveyard, there was no evidence to indicate the survival of archaeological features on the site and no artefacts were recovered. There was no indication that the medieval town wall had crossed the site (Bennett 2011:491, Licence Ref.: 11E041).

Archaeological test trenching of a large greenfield area was undertaken c. 250m southeast of the proposed scheme in 2009 in Balreask Old. The site comprised five fields within a relatively flat open landscape. A geophysical survey of the development was carried out in advance of the testing phase by Target Archaeological Geophysics (Licence Ref.: 09R209). No features of note were identified during the survey. A total of 30 test-trenches were excavated throughout the site in order to confirm the results of the geophysical survey. No features or deposits of an archaeological nature were

identified during the assessment (Bennett 2009:633; Licence Ref.: 09E0541 and Bennett 2009:634; Licence Ref.: 09E0566).

Monitoring was carried out during excavations for a Telecom Éireann service trench along the route of the proposed scheme between Athlumney Graveyard and Athlumney Castle (Convent Road). This was undertaken using a very narrow bucket to a depth of 1m (RMPs ME025-031 and ME025032001/2/ RPS NT025-136 and 137). At all times the machine excavated through made ground. At the eastern end, closest to the convent (Violet Hill House), the fill consisted of crushed stone, but going westwards it was formed by mixed layers of sand, gravel and clay. At the western end of the trench the level of the road rose substantially above the level of the fields on either side in order to bring it over the railway bridge. The layers of fill had presumably been laid down when the railway bridge and the road approaches on either side were being constructed (Bennett 1998:500). Nothing of archaeological significance was identified during the course of the works.

Testing as part of an assessment was carried out in advance of construction of a medical centre immediately east of the proposed scheme, where it travels along Convent Road, in 2008. Five test-trenches were excavated to subsoil. No material of archaeological significance was identified during the course of the works (Bennett 2008:93; Licence Ref.: 08E0567).

Test trenching in advance of the construction of the Athlumney Castle housing estate revealed no earthworks associated with the castle. These investigations were carried out c. 40m east of the proposed scheme (Bennett 1994:193; Licence Ref.: 94E0114).

Testing was carried out on a proposed development site c. 100m south of Athlumney Castle. Eight trenches, c. 30m long, were excavated on the site. No archaeological indicators were identified in the excavation (Bennett 2000:0765; Licence Ref.: 00E0902).

3.3 CARTOGRAPHIC ANALYSIS

Down Survey Map of the Barony of Navan and Barony of Skreene, 1654-6

Navan Town is visible as a walled town on the banks of the River Boyne. The scale of this map does not allow for further detail to be gleaned from the mapping. A bridge over the Blackwater is visible at the location of Pollboy Bridge (RMP ME025-044008/ RPS NT025-099) and a 'Cornmill' is depicted in the vicinity of the later corn mills on the eastern bank of the Boyne.

Within the Barony of Skreene, Athlumney Castle is marked within the townland of Athlumney (RMP ME025-032001/2). A possible mill is marked adjacent to the River Boyne further to the north, but no other structures are marked within the townland. No detail relating to the road network is depicted.

Thomas Williams Map of Navan, 1756 (Plate 1)

This map focuses on the centre of Navan Town and contains good detail of the town layout and principal elements. The circuit of the town walls is visible running along Church hill and Fair Green to the south and to the rear of properties fronting Trimgate Street to the north. Both Pollboy Bridge (RPS ME025-044008/ RPS NT025-099) and New Bridge (RPS NT025-115) are represented. A turnpike is shown at the fork in the road at Donaghmore Road and the Nobber Road.

Within Athlumney, the path of Convent Road is marked, along with the location of the church (RMP ME025-031) and castle (RMP ME025-032001/2). A structure is marked within the approximate vicinity of Violet Hill House (RPS NT025-138), but cannot be definitively identified as the same. No other buildings are shown in the area. It should be noted that the presence of the road way does not necessarily indicate that stone boundary walls were present within the landscape at this time.

William Larkin's Map of the County Meath 1812

Navan town is depicted as linear development along the route of Trimgate Street, Ludlow Street and Watergate Street. The urbanisation can also be seen to extend across the Blackwater along Pollboy Street. Blackcastle Demesne is depicted while a small cluster of structures at Athlumney is likely to represent Athlumney Castle and church (RMPs ME025-031 and ME025032001/2/ RPS NT025-136/137). The scale of this map however does not allow for detailed observation of the route of the proposed scheme.

First Edition Ordnance Survey Map, 1836, scale 1:10560

This is the first accurate historic mapping coverage of the entire area containing the proposed scheme. From the south the proposed scheme follows a road that today forms the R161. It passes through a rural landscape within the townlands of Balreask Old, Limekilnhill and Dillonsland. Occasional structures are marked as fronting onto the road and the original (unnamed) demesne associated with Greenmount House is shown to the east of the road.

The route then turns east and runs roughly along the boundary that separates Dillonstown to the south from Townparks to the north. A 'spa well' is marked to the south of this boundary. Once the route reaches the river channel of the Boyne it turns in a roughly northerly direction along the channel. A mill race is marked along the western bank of the river along with a mill, prior to New Bridge (RPS NT025-115).

The eastern section of the proposed scheme runs south along Convent Road (Plate 2). A number of unnamed structures are marked as flanking this road before it turns southeast. Here the road and scheme pass to the north of Boyne Cottage (RPS NT025-133) and forms the northern boundary to the demesne associated with Boyne Cottage and Violet Hill (RPS NT025-138). The church and graveyard at Athlumney are marked to the south of the road and route of the proposed scheme (RMP ME025-031/001, RPS NT025-136). Athlumney Castle is marked to the immediate northeast of the route (RMP ME025-132001/2, RPS NT025-137) and is shown with a footprint that is greater in width than that depicted on later OS maps or the 1756 mapping.

A walled garden is indicated to the immediate east of the castle, which may have been associated with Violet Hill House, given that the castle was in ruins at this time. The demesne landscape associated with Violet Hill House is characterised by the presence of trees planted along some of the boundaries. The map also shows the boundary to the immediate north of the main house as following a slightly different alignment than what is depicted within later mapping. The boundary stops at the entrance into the demesne, although no formal entrance is depicted. It seems possible that this section of walling dates to the late 19th century as it is clearly depicted on the 1895 mapping (below).

Ordnance Survey Map, 1895, scale 1:1056

This map only provides detailed coverage of Railway Street, Circular Road and the Convent Road Area. The level crossing is marked at the southern end of Railway Street along with the Station Master's House to the east (NT025-156), walling and the entrance into the station. The station is marked, along with the platform, goods shed and engine shed are marked further to the east (Plate 3).

To the west of Railway Street a terrace of houses are marked fronting onto the street but no buildings (with the exception of a wall) are marked on the eastern side of the road. Just before the junction with Circular Road, the street is shown as crossing a small stream via a culvert. To the south of Circular Road a number of terraced structures are shown, two of which are marked as being 'in ruin'. Spa Well continues to be marked adjacent to the road and a small stream.

Along the eastern section of the proposed scheme, Convent Road is now shown as running to the west and south of a demesne landscape associated with Athlumney House (RPS NT025-131). The house is located c. 150m north of the proposed scheme. The surrounding landscape is well planted but does not extend as far as the railway line (Plate 4). The railway bridge is present (RPS NT025-135) and to the southeast of the railway the church and graveyard, castle and motte are all marked. Violet Hill House has been substantially extended and is now annotated as a convent. The formal entrance into the demesne is shown, along with the boundary wall, follows a slightly different alignment to that shown in the first edition OS map.

Ordnance Survey Map, 1907, scale 1:2500

By the time of this map a number of changes have occurred within the landscape surrounding the proposed scheme. In Dillonsland the demesne associated with Greenmount House has been expanded and is bordered by the railway to the north. There are no major changes within the rest of the cartography of this map that relate to the proposed scheme, with the exception of the establishment of the Loreto Convent within Athlumney House demesne to the north and east of Convent Road. The convent school is shown as present (NT025-130)

There are no major changes noted within the cartographic resource that relate to the proposed scheme, as marked in the third edition OS map of 1955.

3.4 COUNTY DEVELOPMENT PLAN

3.4.1 Archaeology

The Meath County Development Plan (2013–2019) recognises the statutory protection afforded to all RMP sites under the National Monuments Legislation (1930–2014). The development plan lists a number of aims and objectives in relation to archaeological heritage. The Navan Development Plan (2009-2015) re-iterates some of these policies and is also explicit with regards to the conditions of archaeological investigations in addition to the protection of areas of archaeological potential.

There are five individual or groups of recorded monuments located within 150m of the proposed scheme. This includes the zone of archaeological potential that surrounds Navan Town (ME025-044). The proposed scheme will pass through the eastern part of this zone.

Athlumney Castle (ME025-032001/2) which is located to the immediate northeast of the proposed scheme along Convent Road, is also listed as a National Monument (Ref.: 287).

Recorded monuments are described in detail in Appendix 2 and shown on Figure 2 (accompanied by the relevant zones of notification). A direct extract from the RMP map of the Navan Town and Convent Road area is included as Plate 5.

Table 1: Recorded Archaeological Sites (RMPs) within the immediate vicinity of the proposed scheme

RMP NO.	LOCATION	CLASSIFICATION	DISTANCE FROM SCHEME
ME025-044	Abbeyland South, Townparks, Blackcastle Demesne	Historic town	0m
ME025-067	Dillonsland	Cross - Wayside cross (ex-situ)	c. 25m south
ME025-031/001-3*	Athlumney	Church, graveyard, graveslab & font	To the immediate southwest
ME025-032001-2*	Athlumney	Tower house & 16-17th century house	To the immediate northeast
ME025-033	Athlumney	Motte	c. 110m southwest

*Also listed as protected structures

3.4.2 Architecture

The Meath County Development Plan (2013–2019) and the Navan Development Plan (2009-2015) contain policies for the protection of architectural heritage. These plans contain a Register of Protected Structures, which are subject to statutory protection under the Planning and Development Act. Protection is also extended to areas of

cohesive architectural value and these areas are designated as Architectural Conservation Areas (ACAs). Navan Town centre is designated as an Architectural Conservation Area (Figure 2). The proposed scheme will not run through this area.

There are 13 protected structures located within the immediate vicinity of the proposed scheme (Table 2). Of these two are also listed as recorded monuments and all are included in the NIAH survey for County Meath.

Protected structures are described in detail in Appendix 3 and shown on Figure 2.

Table 2: Protected Structures within the immediate vicinity of the proposed scheme

RPS NO.	LOCATION	DESCRIPTION	NIAH?/ Rating	DISTANCE FROM SCHEME
NT025-163	Dillonsland	Woodlands House, Detached three-bay two-storey house with dormer attic, built 1917.	Yes Regional	c. 35m east
NT025-156	Dillonsland	Detached three-bay two-storey former station master's house, c.1885, with gabled half-dormer window. Single-storey extension, garage and garden sheds added.	Yes Regional	To the immediate east
NT025-155	Dillonsland	Meath Co. Co. Offices, built 1913, consisting of three bay central block flanked by projecting and gabled outer bays.	Yes Regional	c. 30m east
NT025-085	Townparks (Railway Street)	St. Joseph's Primary School Leighsbrook Gateway Cast-iron panelled gate piers each surmounted by a cross, c. 1910. Repositioned and gate replaced c. 1990.	Yes Regional	To the immediate west
NT025-141	Academy St	Boyne Villa. End-of-terrace three-bay three-storey house over basement, c.1840.	Yes Regional	c. 9m southeast
NT025-115	Athlumney Road	New Bridge. Six arch road bridge over the River Boyne. Built 1752 with cutwaters and coursed rubble masonry walls.	Yes Regional	To the immediate east
NT025-118	Athlumney Road	Detached two-bay two-storey over basement former gate lodge, c.1870.	Yes Regional	c. 30m west
NT025-120	Athlumney Road	Spicer's Bakery. Detached six-bay four-storey former corn store, c.1860, with exposed rubble façade.	Yes Regional	c. 10m north
NT025-133	Convent Road	Boyne Cottage - Detached three-bay two-storey L-plan house, c.1830.	Yes Regional	c. 5m south
NT025-135	Convent Road	Single arch road bridge over railway c. 1849 with finely executed rusticated limestone detail	Yes Regional	0m

RPS NO.	LOCATION	DESCRIPTION	NIAH?/ Rating	DISTANCE FROM SCHEME
NT025-136*	Convent Road	Ruins of 15th century church with double bellcote.	Yes National	c. 13m southwest
NT025-137*	Convent Road	Three-storey tower house, c.1500. Four-bay three-storey extension, c.1650.	Yes National	To the immediate northeast
NT025- 138	Convent Road	Detached three-bay two-storey house, c.1790.	Yes Regional	c. 15m southwest

*Also listed as recorded monuments

3.5 NATIONAL INVENTORY OF ARCHITECTURAL HERITAGE

3.5.1 Architectural Survey

The architectural survey for County Meath was carried out in 2004. All of the protected structures listed within Table 2 are included within the survey. The relevant NIAH numbers are given in Appendix 3.

Of the structures included within this assessment, all are deemed to be of regional significance with the exception of Athlumney Castle (RMP ME025-032001-2/ RPS NT025-137) and the ruins of the church at Athlumney (RMP ME025-031, RPS NT025-136). These structures are deemed to be of national significance.

3.5.2 Garden Survey

A number of demesnes are located within the immediate vicinity of the proposed scheme. The NIAH garden survey contains desk-based analysis of demesne landscapes that are marked on the first edition OS map of 1836.

Greenmount House Demesne (NIAH Ref.: ME-42-N-872673)

The demesne is marked on the first edition along with the main house, although the house is not named. By the time of the 1907 mapping, the demesne has been extended and is located to the immediate east of the proposed scheme in Dillonsland. The NIAH records the demesne as having ‘virtually no recognisable features’. This is due to the fact that the demesne is now covered in a housing estate and the main house has disappeared.

Violet Hill (NIAH Ref.: ME-42-N-877674)

This demesne is marked on the first edition to the immediate south of the proposed scheme. It is adjacent to Boyne Cottage demesne, although it is not clear where (or if) there was a division between the two landscapes. The NIAH survey records it as ‘main features unrecognisable - peripheral features visible’. By the time of the 1907 OS map the railway has been constructed through the northwest section of the demesne and Violet Hill house (RPS NT025-138) has been extended and is in use as a convent. Today the landscape has seen some development but for the most part remains as

open fields. It retains its demesne planting along the boundary with the River Boyne but is somewhat overgrown and neglected.

Athlumney House (later Loreto Convent)

This landscape is not included within the NIAH survey as it is not present within the first edition OS map. A demesne landscape was established during the second half of the 19th century and is present in association with Athlumney House in OS mapping dating to 1895. The demesne was extended when the convent was established and is clearly marked on the 1907 OS map.

Today the area is in use as a school and as such has seen some modern development. However, the principal structures remain (including Athlumney House RPS NT025-131, the convent school RPS NT025-130, a 20th century burial ground NT025-132 and a 20th century chapel). Despite the development, a large portion of the mature tree belts surrounding the former demesne, are still present.

3.6 AERIAL PHOTOGRAPHIC ANALYSIS

Inspection of the aerial photographic coverage of the landscape containing the proposed scheme has been carried out. This includes photographs held by the Ordnance Survey (1995, 2000, 2005), Google Earth (2005-2013) and Bing Maps. No previously unrecorded sites or areas of archaeological potential were noted within the photographs.

4 RESULTS OF FIELD INSPECTION

4.1 FIELD INSPECTION

The field inspection sought to assess the proposed scheme, its previous and current land use, the topography and any additional information relevant to the report. The proposed scheme and its immediate surrounding environs were inspected.

The southern section of the proposed scheme follows the R161 (New Road) from the junction with the Beechmount estate in a northerly direction. The landscape to the west is heavily developed, whereas open agricultural fields exist to the east. No structures of architectural heritage merit survive along the road.

Further north, the proposed route traverses the former line of a railway (now removed). A dressed limestone pillar and short section of low wall are located to the north of this, which appear to represent a part of a former boundary (Plate 6). However, the majority of this feature has been removed due to modern development. To the north of this the road and the proposed scheme travel along the western boundary of the former demesne landscape associated with Greenmount House. This landscape now contains the early 20th century Woodland House (RPS NT025-163), which is located c. 35m east of the proposed scheme (Plate 7). The original boundary to the demesne landscape has been replaced with either hedgerow or modern walling.

The proposed scheme continues along the R161 to the north and crosses the extant (but disused) railway line, where a level crossing is still present. The level crossing is formed by wooden barrier supported by wooden gate posts. A section of limestone walling c. 16m in length is located to the immediate south of the crossing. This wall (and the crossing), will be altered in order to widen the carriage way. The wall follows a different alignment to the boundary marked on the 1907 OS map and as such is 20th century in date. The wall is of roughly coursed masonry construction, capped with vertically placed coping stones.

A cast iron lamp post is located to the immediate northeast of the crossing, set back on the pavement. These are present on both sides of Railway Street as it travels to the north. The scheme then passes to the immediate west of the former Station Master's House (RPS NT025-156) (Plate 8). This is a detached, three-bay, two-storey structure with a gabled half-dormer window. It has a pitched, slate roof with brick chimney stacks at both gable ends and decorative barge boards. The walls are covered with rough-dash render. There are yellow brick reveals around the main door opening and exposed yellow brick segment arches above the window openings. A modern single-storey extension has been added to the western gable end (with flat roof). The extension will be removed as part of the proposed scheme.

The original limestone wall forms a boundary between the house and the road, which is likely to be contemporary with the construction of the station. The walls are of roughly coursed masonry capped by vertically placed coping stones (1.8m high). A

modern entrance has been inserted through the wall. To the immediate north of the house, the original entrance pillars into the station survive although the recessed entrance is now very altered. The pillars are of coursed rock-faced masonry, topped with a decorative limestone capstone. A guard stone survives at the base of the northern pillar. On the western side of the road a small terrace of late 19th century modified buildings front on to the road (Plate 9).

To the north of the level crossing, the western side of Railway Street is lined by a long terrace of single storey worker's cottages, which are currently in use as individual business premises and have been subject to heavy modifications. The eastern side of the road is characterised by the presence of the early 20th century County Council buildings (Plate 10, RPS NT025-155). The contemporary boundary associated with this structure is formed by decorative wrought iron railings bordering Railway Street (Plate 11). These will be taken down and set back as part of the proposed works. There is also a centrally placed vehicular entrance flanked by a pair of ashlar masonry gate pillars (Plate 12) and pedestrian entrances. The gate pillars are in poor condition and may have been constructed from Ardbraccan stone, which is prone to weathering. The iron railings are in poor condition, having been damaged by corrosion.

Between the station and the council offices is a stretch of low limestone walling, which is modern in date and incorporates a vehicular entrance into a car park. This boundary will also be set back as part of the proposed scheme.

At the north-western end of the curtilage associated with the county council building, the proposed scheme will result in the removal of a short section of stone wall that flanks the property and the southern side of Finian's Terrace (Plate 13). The wall is 2m in height and constructed from roughly dressed and coursed limestone. It is capped with dressed coping stones. It has a total length of 65m and dates to the early 20th century, contemporary with the county council offices (RPS RPS NT025-155).

The proposed scheme turns east along Circular Road, which is a wide road flanked by some modern development. This includes the Solstice Centre on the southern side of the road, where a modern limestone wall will be set back as part of the proposed scheme. Several vernacular structures are located to the north of the road, set back behind a modern boundary wall. No historic street furniture was noted along this section of the proposed scheme. To the immediate south of Circular Road is the 'Spa Well', which is marked on the historic OS maps. This is now located below the level of Circular Road and is surrounded on three sides by concrete revetment walls. It is accessed by a set of steps but part of the original 'well' structure is still present. This consists of a random rubble masonry wall, the top of which is rendered with cement. A roughly rendered stone sphere is located adjacent to the well opening (Plate 14). No evidence is present within the landscape that indicates the path of the stream that once ran along the southern side of Circular Road.

The scheme turns north at the junction with the R147 (Timmons Hill). This is a modern road constructed upon reclaimed ground from the channel of the River Boyne, which is located to the immediate east. Development along the western side

of the road is modern in nature. No structures of architectural heritage significance are present.

The eastern section of the proposed scheme commences at the northern end of Convent Road, to the east of New Bridge (RPS NT025-115, Plate 15) Two protected structures are located to the north and west of the road junction, consisting of a former bakery (RPS NT025-120) and a former gate lodge (RPS NT025-118). The road is narrow in places and has avoided the general road upgrades seen around Navan and its environs. It passes several recently built houses on the western side of the road and the recently constructed Bedford medical centre on the eastern side of the road. Denuded sections of masonry walling survive along the western road boundary (Plate 16), although the section that passes the medical centre has been rebuilt.

Further south, the proposed scheme passes to the northeast Boyne Cottage (RPS NT025-133) and an associated stone-built boundary wall. Only the rear of the cottage is visible from the road and sections of the walling have been subject to reconstruction over time as is visible in Plate 17. Generally the wall has a maximum height of 2m and is of roughly coursed limestone with vertically placed coping stones. The replacement section is of random rubble masonry.

To the immediate north of Boyne Cottage, along the northern side of Convent Road, is the demesne wall originally constructed in association with Athlumney House (RPS NT025-131), which later became Loreto Convent School (RPS NT025-130). The original entrance into the demesne has been replaced and a section of the original walling removed and realigned with a modern wall. However, the remaining c. 115m between the realigned section and the railway bridge to the west, survives (Plate 18). Mature demesne planting to the north of the wall characterises the nature of the original designed landscape, although the convent school structures are visible amongst gaps in the foliage (Plate 19). The walling is c. 1.8m in height and is constructed from roughly coursed masonry capped with roughly hewn, vertically placed coping stones. At the start of the railway bridge embankment, it was replaced by a similar wall, in terms of dimensions, although the stone work is more random in nature and topped with dressed coping stones. The demesne wall dates to the construction of Athlumney House (c. 1840), whereas the later wall is contemporary with the construction of the railway, several years later.

The proposed scheme crosses the railway bridge to the immediate south of the demesne associated with Loreto Convent (RPS NT025-135) (Plate 19). The demesne wall directly abuts the bridge parapet wall, which is constructed from rock-faced limestone masonry. There are modern steel railing on top of the northern parapet wall. The walling along the southern side of the road consists of a low stone wall of relatively recent date, which is very overgrown. It is possible that it retains some elements of a demesne wall associated with Boyne Cottage. To the southwest of the bridge, the boundary wall is modern in nature (and directly abuts the bridge parapet). This wall defines a modern recessed entrance (Plate 20). This section of walling also abuts the graveyard wall further to the west.

The northern parapet wall of the bridge abuts a section of stone walling (the first short portion of which has been subject to repair). This runs for c. 90m along the northern side of Convent Road and consists of roughly coursed limestone walling, c. 1.8m height (Plate 21). The coping is formed by roughly domed cement render in poor condition. This wall, along with the section of walling associated with Loreto Convent, has been constructed on top of the railway bridge embankment, which has an overall length of 115m. This dates the construction of the walling to the mid-19th century, contemporary with the construction of the railway.

To the southwest of railway bridge the scheme and the road pass to the immediate northeast of Athlumney Church and graveyard (RMP ME025-031/001/ RPS NT025-136). The graveyard is bounded by a stone wall, c. 14m of which also occupies the embankment that crosses the railway bridge (mid-19th century date). This section has a height of 1.5m and is of roughly coursed masonry with roughly hewn, vertically placed coping stones. The graveyard is accessed via a pair of dressed limestone gate pillars (Plate 22). The remaining graveyard wall is slightly lower, but of the same construction (Plate 23). It is possible that this section of walling is earlier than the railway.

Immediately adjacent to the southern extent of the graveyard, the recessed entranceway into the Violet Hill demesne fronts onto the road (Plate 24). This retains wrought iron gates but the walls to each side of the gates have been pebble dashed. The location of the entrance is marked on the first edition map of 1836, but the formal entrance is not depicted, indicating it dates to the second part of the 19th century (it is present on the OS map of 1895). Immediately opposite the entrance is a 15m stretch of stone walling that abuts Athlumney Castle and forms a gate way to the west with the section of walling that runs along the northern side of Convent Road. The wall is of random rubble construction and shows two phases of construction, with evidence present for a blocked pedestrian access and later heightening of the feature (Plate 25). No structures are marked at this location within the historic mapping and the wall abuts the castle wall, indicating a later date.

The proposed scheme and route passes to the immediate south of the southern gable end of Athlumney Castle (RMP ME025-032001/2/ RPS NT025-137, Plate 26), which incorporates a bay window at first floor level. This is the 16th century part of the castle and is located adjacent to the road, whilst the tower house is set back from the road by c. 22m. A high enclosing wall, which encloses an area immediately east of the castle, bounds the northern side of Convent Road (Plate 27). This defines an area that is depicted as a walled garden within the historic mapping and it possesses two pedestrian entrances along with one vehicular entrance.

The southern side of the road (from the Violet Hill entrance running east) is defined by a tall stone demesne wall (Plate 28). This wall is of roughly coursed limestone and stands to a height of c. 2m. The pedestrian entrance shown in Plate 28 has now been blocked and a more recent entrance associated with its use as a convent is located to the immediate east where the proposed scheme terminates. The wall is likely to date to the second part of the 19th century, when the main entrance was formalised. The

1895 OS map shows it following a different alignment to that depicted on the first edition OS map.

To the south of the wall, stands the former Violet Hill house (RPS NT025-138, Plates 29 and 30). The later convent buildings that formerly occupied this site have been removed recently and whilst the original house is present, it is not in use.

No previously unrecorded sites of archaeological potential were identified during the field inspection. However, it is acknowledged that the landscape containing the proposed schemes does possess a general archaeological potential when considering the presence of the River Boyne and Blackwater along with the recorded monuments present in Athlumney.

Whilst there are a number of protected structures located in close vicinity to the proposed scheme, the landscape that it will pass through is generally characterised by modern development. The exception is along the section of Convent Road that passes the church and graveyard along with Athlumney Castle. This road also features demesne walls associated with the former Athlumney House and Violet Hill House along with masonry walls to the east and west of the castle itself.

4.2 CONCLUSIONS

The proposed scheme will see the construction of a cycle route that traverses the outer environs of Navan town and provides access to the town's suburbs to the south and east. The entirety of the proposed scheme follows the route of existing roads.

There are five individual or groups of recorded monuments located within 150m of the proposed scheme. This includes the zone of archaeological potential that surrounds Navan Town (RMP ME025-044). The proposed scheme will pass through the eastern part of this zone.

The eastern section of the proposed scheme will be routed along Convent Road and will pass to the immediate south of Athlumney Castle (RMP ME025-032001/2), which is also listed as a National Monument (Ref.: 287). Here the scheme will pass to the immediate north of a recorded church and graveyard (RMP ME025-031/001). A Viking burial is also recorded from the Athlumney area, recovered by antiquarians during the construction of the railway in the 1840s. The exact find spot of the burial remains unknown and it is not included within the SMR. No definite evidence for associated Viking activity has been identified in the intervening years within the landscape. Despite this, a number of theories surround Athlumney and the confluence of the River Boyne and Blackwater, as being the location for the landing of a Viking fleet.

There are 13 protected structures located within the immediate vicinity of the proposed scheme and all are included in the NIAH survey for County Meath. Structures such as Violet Hill House and Boyne Cottage possess associated demesne walls that border Convent Road. A stone demesne wall also borders this road on the northern side, which is associated with Athlumney House and the Loreto Convent, both of which are protected structures. These buildings are located c. 140-150m

north-northeast of the proposed scheme. The NIAH survey designates that the buildings recorded in the Convent Road area are of regional significance, whereas the remains of the church and castle at Athlumney are rated as being of national significance.

Along Railway Street, a number of walls/ boundaries will be set back in order to widen the road way. This includes early 20th century iron railings and a gated entrance associated with a former county council building and a boundary wall associated with the former Station Master's House. Both are protected structures.

A review of the Excavations Bulletin (1970-2017) has shown that some archaeological remains have been identified within the vicinity of the proposed scheme. The majority of excavations have yielded very little beyond 19th century activity. This is particularly true of investigations within the Zone of Archaeological Potential surrounding the historic town of Navan. Archaeological monitoring within the zone of notification surrounding Athlumney Castle (ME025-032001/2) and Church (ME025-031) did not reveal any archaeology despite excavation to a depth of 1m.

Archaeological investigations in 1976, of a narrow sewer pipe trench that was excavated c. 95m southwest of the proposed scheme (where it passes along Convent Road), revealed the presence of a number of ditches and pits along with two denuded earthworks. The material could not be dated and the earthworks were not found to extend beyond Convent Road. It is possible that the remains are associated with medieval activity in the area, given the presence of the recorded motte (ME025-033) and the church and graveyard (ME025-031/001).

Analysis of the aerial photography datasets and historic mapping did not result in the identification of any previously unknown areas of archaeological potential in the vicinity of the proposed scheme. The cartographic sources illustrate that a number of structures surrounding the scheme have been lost due to modern development.

A field inspection has been carried out as part of this assessment. No previously unrecorded features of archaeological potential were noted within the scheme or its immediate environs. The landscape to the west of the River Boyne is characterised by modern development. The Convent Road area possesses a more rural atmosphere and passes the church and graveyard and Athlumney Castle. This road is also bounded by a number of former demesne walls and mature trees characteristic of demesne planting.

Very little in the way of street furniture survives along the path of the proposed scheme. No historic curbing or stone flags were noted along the various roads. A number of cast iron lamp stands are present along Railway Street.

5 IMPACT ASSESSMENT AND MITIGATION STRATEGY

5.1 IMPACT ASSESSMENT

Impacts can be identified from detailed information about a project, the nature of the area affected and the range of archaeological resources potentially affected. Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping; disturbance by vehicles working in unsuitable conditions; and burial of sites, limiting access for future archaeological investigation.

5.1.1 Archaeology

- The proposed scheme is, for the most part, low impact. It will involve the reorganisation of existing road layouts in the form of new surfaces and road markings. However, some limited excavations will be required along Convent Road due to the proposed removal and re-erection of three sections of stone boundary walls:
 - A 90m portion of the demesne wall associated with Violet Hill House (RPS NT025-138) will be removed and set back 2m to form a new boundary.
 - A 95m portion of wall along the northern side of the road (opposite the church and graveyard and dating to the mid-19th century) will also be removed and set back 2m.
 - A 162m section of stone wall associated with the Convent demesne, to the west of the railway bridge, will be removed and set back 2m from the existing road.

The new walls will require foundation trenches, likely to have a maximum width of 0.5m and a maximum depth of 1m. It is possible that ground disturbances associated with the excavation of these trenches may have a negative impact on archaeological remains that survive beneath the current ground level with no surface expression.

New set back boundaries will also be required along the Railway Street area, which will require excavations for new footings. Due to the developed nature of this part of the landscape, no adverse impacts are predicted upon the archaeological resource as a result of these works going ahead.

- As part of the proposed scheme, some trenches may be required for services such as lighting etc. The extent of these works is currently unknown and will be dependent on contractor design. It is possible that ground works associated with this element of the scheme may have a negative impact on archaeological features or deposits that survive beneath the current ground level within the zones of notification associated with Navan Town (ME025-044), Athlumney

Church and Graveyard (ME025-031/001) and Athlumney Castle (ME025-032001/2).

- It is possible that ground disturbances associated with the insertion of a platform on Circular Road will impact on the remains of the 'Spa Well'.
- It is proposed to plant new trees along the northern side of Convent Road (to the west of the railway line). Ground disturbances associated with the excavation of planting pits may have a negative impact on archaeological features or deposits that have the potential to survive beneath the current ground level in this area.

5.1.2 Architecture

- The following works are proposed along the eastern side of Railway Street that would result in a negative impact on the architectural heritage resource:
 - A 16m portion of early 20th century stone wall will be set back 2-3m to form a new boundary to the immediate south of the level crossing.
 - A 25m portion of mid-19th century stone wall will be set back 2-3m to form a new boundary on the eastern side of Railway Street. This will also necessitate the removal of a modern extension that abuts the Station Master's House (RPS NT025-156).
 - The entrance into Navan Train Station will be upgraded. The entrance has been altered in the past, but two stone piers associated with the original entrance are still present.
 - A 30m stretch of early 20th century railings and vehicular entrance, associated with the contemporary council offices to the east (RPS NT025-155), will be set back c. 2-3m. A short section of stone walling that separates St Finian's Terrace from the council offices, will be removed.
 - Works along Railway Street may lead to the removal of the existing cast iron lamp stands, which flank the streets.
- As part of the proposed works, the existing modern level crossing on Railway Street will be widened to the east and a 47m portion of modern stone walling will be set back 2-3m to form a new boundary between Railway Street and a car park associated with a council building to the east. In addition, 23m of modern stone walling associated with the Solstice Centre (at the junction of Railway Street and Circular Rd) will be set back 2-3m to create a new boundary. These changes will not impact negatively upon the architectural heritage resource as the features are modern in nature and will be reconstructed in their current form.

- It is proposed to widen a section of Convent Road in order to facilitate the construction of the cycle way. This will result in the removal of the following:
 - A 90m portion of the demesne wall associated with Violet Hill House (RPS NT025-138) will be removed and set back 2m to form a new boundary. The wall is likely to date to the second half of the 19th century.
 - A 95m portion of wall along the northern side of the road (opposite the church and graveyard) will also be removed and set back 2m. This wall dates to the mid-19th century.
 - A 162m section of stone wall associated with the Athlumney House demesne (later Loreto Convent), to the west of the railway bridge, will be removed and set back 2m from the existing road. This wall dates to the mid-19th century.
 - It should be noted that impacts upon walls directly associated with Athlumney Castle and the church and graveyard at Athlumney were avoided during the design process due to the national significance of the structures.
- The above all represent direct impacts on the built heritage resource along Railway Street and Convent Road, including the alteration of curtilage structures associated with protected structures (Former Station Master's House, former council offices and Athlumney House). The impacts are considered to be slightly negative when considering the nature of the existing developed environment along Railway Street and the development within the former Athlumney House demesne (and distance of the principal structures from the proposed scheme). The impact on Violet Hill House is deemed to be moderately negative due to the large scale disturbance that has previously taken place at the site and the current condition of the overall demesne, which is poor.
- The proposals may also negatively impact on the visual amenity and setting of the built heritage sites, by the use of highly contrasting surfaces to delineate the cycle lane from the carriageway.
- Lighting and signage will need to be carefully placed and designed so as to not detract from the historic setting of the heritage resource.
- As part of the proposed works, the existing parapet railings along the northern side of the railway bridge will be replaced (RPS NT025-135) and new railings installed on both bridge parapets. These works may have a negative impact on the original fabric of the structure.
- No direct, negative impacts are predicted upon the remaining architectural heritage resource, as a result of the proposed scheme going ahead.

Should the nature of the proposals change in anyway and involve the removal of structures or impacts on protected structures, advice should be sought from a historic buildings expert as to the nature and extent of any mitigation that may be required.

5.2 MITIGATION

We recommend the following actions in mitigation of the impacts above.

5.2.1 Archaeology

- It is recommended that a programme of test trenching be carried out (within those areas that are accessible) in order to assess the archaeological potential of the proposed wall foundation trenches. This should be carried out in advance of the construction of the proposed scheme. Works should be carried out under licence to the DoCHG. Where works are proposed within the zone of notification for Athlumney Castle, works will require ministerial consent, due to its designation as a National Monument. It is also recommended that the demolition of the walls to be reconstructed is subject to archaeological monitoring.

Further mitigation may be required based on the results of the assessment, such as the preservation in-situ or by record (excavation) of archaeological remains and/or archaeological monitoring.

- It is recommended that any excavation works required for services that are located within the zones of notification associated with Navan Town (ME025-044), Athlumney Church and Graveyard (ME025-031/001) and Athlumney Castle (ME025-032001/2), are subject to archaeological monitoring. Where works are proposed within the zone of notification for Athlumney Castle, works will require ministerial consent, due to its designation as a National Monument.
- It is recommended that the Spa Well is avoided during construction works and remains publically accessible following the completion of the scheme. It is also recommended that the new platform surface and guarding should be carefully designed using steel grille decking and well-designed guarding to allow views of the well below (from the current street level).
- It is recommended that all excavation works associated with the planting of new trees along Convent Road are subject to archaeological monitoring.

5.2.2 Architecture

- The 16m set back portion of 20th century walling to the south of the level crossing should be reconstructed using lime mortar.

- The 25m of limestone wall and capping that bounds the Station Master's house, should be rebuilt on a new alignment, using only the salvaged stone bedded and pointed using lime mortar. The demolition of the flat roof extension should be carried out to best conservation practice, ensuring that any replacement will not detract from the historic character of the house.
- The entrance pillars into the car park of the station should be retained in their current position. If this is not possible, they should be dismantled and erected.
- The railings and gate piers along the council offices are in poor condition. Their realignment is an opportunity to repair these historic features. The metalwork is badly corroded, especially along the base which is set directly on the ground. Given the extent of corrosion, they should be raised off the ground. The gate piers may be built using Ardraccon stone, a limestone that can be prone to serious decay such as in this case where the natural fissures have washed out leaving the stone fragmented. These stones may need to be stabilised in-situ prior to their removal and resetting.

The alteration of the wall along St Finian's Terrace should be carried out by a skilled mason, using lime mortar. The existing quoin stones at the jamb should be relocated to the new face of the wall and the gaps carefully infilled with salvaged stone. Any surplus stone should be set aside for use on neighbouring walls as part of the works.

- It is recommended that all historic street lamp stands be retained as part of the proposed scheme. If this is not possible the items should be re-erected in close proximity to their original positions.
- The three sections of stone walling that will require relocation along Convent Road should be re-erected in consultation with Meath County Council Conservation/ Heritage Officer and aim to replicate the character of the existing walls. Both sides of the walls should be subject to a full written and measured photographic record prior to demolition, with vegetation removed in advance if required.

Original walling material should be re-used within the reconstructed walls, including the weathered facing of the existing walling. Material should not be moved off site and the reconstruction should immediately follow demolition to ensure that material is not misplaced or lost.

Sample panels may be required for agreement with Meath County Council, along with advice from a conservation specialist, in order to define the appropriate specification. Works should be carried out by appropriately skilled masons.

It is recommended that muted colours are used to denote the difference between the proposed cycle way and the carriage way. In addition, the placement of required lighting and signage should be carefully designed and carried out in consultation with Meath County Council Conservation/ Heritage Officer.

- At the railway bridge, railings to be installed along both parapets should be well-designed and of good quality and durable materials so as to reduce the impact on the historic stonework and views towards and from the bridge. While ensuring that safety considerations are met, the railings should avoid heavy infill panels and utilise slender steel sections that will reduce visual impact. Care should be taken to ensure that fixing locations line up with existing stone joints, or preferably supports should be independent of the bridge. Any damage to the parapets from the removal of the existing railings or ivy to be made good using lime and sand mortar.

5.3 RESIDUAL IMPACTS

5.3.1 Railway Street Area

Following the implementation of the above mitigation, there will be no negative residual impacts on the archaeological and architectural heritage of the Railway Street area. The boundaries to be set back will retain their original character and there will be a positive residual impact on the 20th century railings associated with the protected former council offices, as they will be repaired during the course of works. The realignment of this boundary will not affect the curtilage of the protected structure. This is also the case for the former Station's Master's house, where a modern extension will be removed and the boundary wall maintained, albeit on a slightly different alignment.

5.3.2 Convent Road Area

Following the implementation of the archaeological mitigation for the Convent Road area, no negative residual impact are predicted as a result of the proposed scheme going ahead.

With regards to the architectural heritage, it is clear that whilst the structures of national significance have been avoided, some residual impacts will occur especially when considering the overall character of the environment, which is currently lent to by the narrow roadway, flanking stone walls and mature demesne planting, along with the castle itself and the church and graveyard. The residual impact on the environment will take time to ameliorate but following the implementation of the mitigation measures, the flanking boundary walls will still be present and will weather over time and planting will be replaced. The road will remain relatively narrow and the structures associated with the castle and church will remain *in-situ*.

It is the developer's responsibility to ensure that full provision is made available for the resolution of any archaeological features/deposits that may be discovered, should that be deemed the most appropriate manner in which to proceed.

Please note that all recommendations are subject to approval by the National Monuments Service of the Heritage and Planning Division, Department of Culture, Heritage and the Gaeltacht

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ELECTRONIC SOURCES

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www.archaeology.ie – DoCHG website listing all SMR sites with aerial photographs

www.osiemaps.ie – Ordnance Survey aerial photographs dating to 1995, 2000 & 2005 and 6-inch/25-inch OS maps.

www.googleearth.com – Aerial photographs of the proposed development area

www.bingmaps.com – Aerial photographs of the proposed development area

www.buildingsofireland.ie – Website containing the NIAH building and garden survey for Co. Meath

www.boyne.iwai.ie/the-navigation - History of the Boyne Navigation

www.navanhistory.ie/index.php?page=viking-burial

APPENDIX 1 INFORMATION RECEIVED FROM CONSERVATION ARCHITECT – FERGAL MCNAMARA



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01 524 0527 : www.7Larchitects.ie
RIAI Conservation Grade 1

Transportation Section
Meath County Council
Buvinda House, Dublin Road
Navan, Co Meath

Date: 16.11.18
By email

Re: Part 8 Proposal for a cycle route at Convent Road, Athlumney, Co Meath

A chara,

I am writing to give my observations following a site inspection with Patrick Shore, Transportation Dept. MCC, and Niall Roycroft, Meath & TII Archaeologist, on the morning of 12.11.18. The purpose of the inspection was to assess the current proposals for a new cycle route along Convent Road, Navan, that passes close to a number of historic monuments and buildings.

Along with observations on site, I have reviewed the scheme drawings prepared by Aecom/ROD, and studied the historic map analysis provided by Niall Roycroft of MCC, referred to here by their figure numbers. I include below my assessment of the impacts of the proposed route, and make some proposals on how these impacts could be further mitigated in the detailed design and construction.

Background

It is possible that some of much of the current alignment of Convent Road dates from the medieval period, where it linked the church, the motte and later the tower house with the nearby walled town of Navan. The tower house and its Tudor extension are thought to have burned down in 1690, and have since survived as ruins. The first edition Ordnance Survey (fig. 10) map of 1837 confirms that the alignment of the present Convent Road predates the coming of the railway around 1850. The Williams map of 1756 (fig. 4) shows much the same L-shaped alignment, leading uphill from the Drogheda road close to Navan New Bridge over the River Boyne, constructed that same year.

By 1840, two houses known as Violet Hill and Boyne Cottage, had been built on the south side of the road to either side of the churchyard. Violet Hill, built around 1790, was converted into a Mercy Convent after 1840, retaining the house and most likely its boundary wall along Convent Road. To the north west of the castle is the site of the Loreto Convent, which has retained much of its boundary walls. In 1850, the Navan to Drogheda railway passed under Convent Road, which was embanked to either side leading up to the bridge.

Site Description

Convent Road retains the character of a rural lane, despite the extent of urban development that surrounds it. This is due no doubt to the statutory protection afforded to the historic monuments and buildings at Athlumney; their wider setting has altered significantly in recent decades. However, the stone boundary walls and mature trees that line the road, screen these developments so that the castle remains visible on the approach from the town centre, over the steep incline towards the

bridge. The walls show some variation in detail, although they remain fairly low between 1.2 -2m in height. Ivy obscures long sections of the wall capping; where visible there is cock and hen capping to the south (graveyard) side of the road, and domed lime haunching to the north (castle) side. All sections of walling along the road are built using mortar, most sections have retained lime mortar and others have been rebuilt using harder cement-rich mortars.

The walls to the north of the road along the castle side are laid in banded courses that are largely parallel to the incline, but on the western approach to the bridge are laid horizontally against the incline. Beyond the castle and the entrance to the convent, the character of the walls change. To the south, smaller rougher stones are used randomly, and scant traces of lime dash confirm that this coating has worn away. It has a neat domed flaunching as a capping. Sections of this wall could date from the eighteenth century.

Towards the junction with Elm Park it has been rebuilt with coursed rubble, which confirms alterations to the junction alignment suggested by the map evidence. On the north side, the wall has been poorly maintained using cement mortar and crude rebuilding of the top using cast concrete capping.

Wall Condition

It is likely that the walls have had a thicker covering of ivy in the past, much of the lime pointing to the facing stones has been eroded. Where the facing stones have fallen away, the inner wall core of loose pebbles and rubble has been exposed. In several locations, the walls are badly bulging where it is being pushed out by mature trees, but this is a localised risk. Instances of graffiti and cement repair are also to be found, but they are not prevalent. The rounded wall capping could be renewed, as where it is damaged it is allowing moisture into the core of the wall behind the facing stone allowing ivy to colonise and freeze/thaw action.

Opinion on Dates

Boundary walls built of rubble stone are difficult to date definitively, often relying on their immediate setting or historic documentation to provide context. The traditional techniques and materials used have persisted over long periods, and being repaired and rebuilt over time, often provide a complex amalgam of different phases. For instance, viewing the stone on the face of Athlumney Castle confirms a wide variation in technique, where the ruined walls have been consolidated over time. This is true of the boundary walls, sections have obviously been rebuilt, likely due to a tree falling or where field access is no longer required. Lime mortar analysis can often be inconclusive, especially if the wall is built using materials that are readily available close by.

The best indicator that the walls date from the nineteenth century and not medieval/ seventeenth century is that they follow the incline of the road, that was raised for the railway. Their dressed limestone rubble laid in courses, is a detail more typical of the nineteenth century. This coursing continues along the road towards the castle past the point that the road retains to grade. The short section of wall attached to the southwest corner of the castle shows evidence of jambs, possibly for doors and gates into the garden or earlier outhouses.

- I would concur with Niall Roycroft's analysis that the walls along the embankment would need to have been rebuilt when the bridge was constructed; dating these walls to the 1850s or later.
- The wall along the Mercy convent site could be eighteenth or nineteenth century in date. Given the location of the 'farm house' and its yard on Williams map of 1756 (fig. 5), it is possible that it predates Violet Hill in some locations.

- For the boundary wall along the Loreto Convent site, there is no reason not to assume that it predominantly dates from the mid-nineteenth century when the convent was founded, with some sections possibly being older and have been built up when the road was inclined.

Current Proposals

It is proposed to provide a cycle route linking residential areas to the east and south of Navan through the town centre to the south of the fair green. This will provide a valuable amenity, as well as provide a safe commuting route for cyclists on the way to school or work. Where space is available, the route includes two carriageways, two cycle routes and two footpaths for an overall width of 15m. The route is wider where on-street parking is to be retained, with footpaths narrowing to compensate.

This cannot be achieved along Convent Road, especially close to Athlumney Castle, which is already a one way route for traffic. Beyond Convent Road Railway Bridge as far as the junction with Elm Park, it is proposed to have a single footpath, a shared cycle lane/ carriageway and a counterflow cycle lane. However, even with this reduction in provision along this 120m stretch, the road is too narrow to allow cyclists to pass in two directions. For this reason, MCC propose to widen the space available by relocating existing walls, and rebuild them on a new alignment.

They have proposed to relocate the north wall along the all-weather hockey pitch along the Loreto Convent by 2-3 metres, the railway bridge will remain unaltered. This will achieve an overall width of 12m along this section. To the east of the bridge, the north (Athlumney Castle housing estate) side wall will also be relocated in order to achieve 7.5m width along this stretch, as far as the gate into the green area to the west of the castle, and opposite the entrance gate to the former Mercy Convent. There is an existing break in the wall at this location, the wall would be realigned to match the face of the wall attached to the castle. In this way, the boundary wall that lines the churchyard is maintained, reducing the risk of impacting on burials or the national monument.

After the former Mercy Convent entrance, the widening moves over to the south side of the road, to avoid impacting on the castle and its garden. This will require the relocation of the former convent boundary wall along this length as far as the junction with Elm Park.

Impact

In most cases, historic fabric is best conserved by preservation in situ, while being maintained and repaired as necessary. The taking down and rebuilding of walls along Convent Road will have a negative impact on their architectural heritage value, and that of the setting of the medieval church and castle.

- When the walls are taken down, inevitably there will be some tree removal, wastage of stone, historic mortars will be disposed, and the rural and aged character of the road will be disturbed.
- The curtilage of the former Mercy Convent, a protected structure, will be encroached by the wall realignment, the green area to the rear of the castle will be reduced.
- The use of highly contrasting surfaces to delineate the cycle lane from the carriageway could also detract from the visual amenity of the setting.
- Lighting and signage will need to be carefully placed and designed so as to not detract from the historic setting.

Mitigation

Given the above, the scheme designers have taken important measures to minimise the impacts on the built and archaeological heritage including:

- Reducing the overall width of the proposed route to 7.5m along this length, a minimal provision for vehicles, cyclists and pedestrians in order to meet the scheme objectives.
- Selecting walls that will not impact on the burial ground or national monument sites. This demonstrates a careful assessment of the setting, built fabric, available historic documentation and statutory protections.
- Relocating the walls by the minimum dimension necessary required so that the overall distance between the walls will remain relatively narrow.
- Replacing removed trees with semi-mature trees (3-4M high) along the new alignment.
- Replacing the unsightly railings along the north parapet of the railway bridge.

Conservation-led Mitigation

When considering means of reducing the impact on the heritage, a conservation approach to recording and reconstructing the walls can help to ensure that any losses are minimised, for example:

- Recording both sides of walls using photogrammetry, and on plan prior to taking down. This would require that all ivy be removed in the first instance. The elevational drawings, will provide valuable information on phasing and repairs, to inform a written description and interpreted along with recording of the wall construction will ensure that the walls are properly understood for posterity and for rebuilding.
- Ensuring that the operation to demolish and rebuilt the walls occur together, moving material off site or in heaps make it more difficult to ensure that losses are minimised. This work should be archaeologically monitored.
- Using masons skilled in the repair of historic masonry and the use of lime mortars, and overseen by a conservation specialist consultant.
- Ensure that the weathered faces of the stone are reset when rebuilding the wall, to retain the patina of age and a plumb wall surface.
- Along the former Mercy Convent site, the stone detailing is more difficult to recreate given the relatively smaller size and irregular shapes. While being rebuilt using lime mortars, consideration could be given to using a lime harling coat to complete the wall, as the evidence on site suggests.
- Use a more subtle colour such as buff or a sandy grey to distinguish the cycle lane from the main carriageway. This will significantly reduce the visual impact on the monuments and their setting, and alert users that they are passing through an historical complex.
- Upgrade existing interpretative signage and ensure that new lighting is carefully designed so as not to detract from the setting.
- Where feasible, overground services should be ducted underground to improve visual amenity in this historic setting. This should be undertaken under archaeological supervision.
- Railings to be installed along both parapets should be well-designed and of good quality and durable materials so as to reduce the impact on the historic stonework and views towards and from the bridge. While ensuring that safety considerations are met, the railings should avoid heavy infill panels and utilise slender steel sections that will reduce visual impact. Care should be taken to ensure that fixing locations line up with existing stone joints, or preferably supports should be independent of the bridge. Any damage to the parapets from the removal of the existing railings or ivy to be made good using lime and sand mortar.

Conclusions

While the proposal to relocate the walls will impact the built heritage along Convent Road, the scheme design and proposed mitigations have sought to balance disturbing historic fabric while fulfilling the scheme objectives of the proposed cycle route. While the narrowness of Convent Road, its weathered stone walls and mature trees all contribute to its character; in the current proposals the mature trees will be replaced, the road will remain relatively narrow, and the rebuilt walls will age and weather in time, especially if constructed using traditional techniques.

Please do not hesitate to contact me with any queries.

Yours faithfully,



Fergal Mc Namara MRIAI, Conservation Grade 1 Architect



View looking east along Loreto Convent wall showing coursed rubble laid in horizontal bands, possible on top of eighteenth century wall below.



Detail view of end Loreto Convent wall at bridge showing damage, repairs and range of techniques, curved section is built on top of 1850 bridge. Note crude guarding to be replaced.



View looking east along road towards Athumeny Castle, showing coursed faced rubble, parallel to road incline with domed lime capping and damage, likely due to historic ivy coverage.



View of incline towards bridge, with cock and hen walling to churchyard on south side of road. Note overhead services along the road.



Detail of gap in wall close to castle, the end of proposed wall realignment on the north side of the road.



Detail of gap in wall close to castle, the end of proposed wall realignment on the north side of the road.



Detail of wall section from junction with Elm Road showing coursed rubble in bands, suggesting a later construction date to the wall section closer to the castle.



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MEMORANDUM

Date: 21.11.18

Re: Part 8 Proposal for a cycle route at Railway Street and Circular Road, Navan, Co Meath

On the morning of 12.11.18, I met with Patrick Shore, Transportation Dept. MCC, and Niall Roycroft, Meath & TII Archaeologist to walk the site of the proposed new cycle lane for Navan town centre. The purpose of the inspection was to assess the current proposals along Railway Street and Circular Road (R161), that passes close to a number of historic buildings and sites.

Along with observations on site, I have reviewed the scheme drawings prepared by Aecom/ROD, and studied the historic analysis provided by Niall Roycroft of MCC. I include below my assessment of the impacts of the proposed route, and make some suggestions on how these impacts could be further mitigated in the detailed design and construction.

Background

The current alignments of Railway Street and Circular Road are indicated on the first edition Ordnance Survey map of 1838; the former appears to be a trunk road that leads as far as Bective to the south; the latter is indicated as a path running along the southern edge of the fair green. Along the pathway is a 'Spa Well', the only feature until the junction with Academy Street.

It is notable how little development is evident along Railway Street at this time, but with the coming of the Navan to Drogheda railway in 1850, a row of single storey houses are visible on the east side of the road by the second edition map of around 1900, which remain today. Also visible is the Station Master's House, built ca. 1885, with timbered gables, roof dormers and brick-arched opes, which has also survived. By 1913, new county council offices had been built in a Palladian style to the designs of Anthony Scott, who once had his offices in Navan before moving to Dublin.

Site Description

Today, these roads are a busy artery along the southern and western sides of the town centre. All of the buildings mentioned above have survived, and have been joined by the Solstice Arts Centre (2006) at the roundabout designed by Grafton Architects. There is also the town library and private housing, dating from the early twentieth century.

The county council offices (Protected Structure ref. NT0 25- 155) have largely moved to a new premises just outside of the town, although the council chamber is still used for meetings. It has retained decorative metalwork railings along Railway Street, with limestone gate pillars. A low limestone rubble wall lines the carpark that serves the council offices. A 1.8m high limestone rubble wall with cock and hen capping forms the boundary of the Station Master's House, the closest building to the railway gate, reducing in height to 1.2m on the south side of the railway crossing. On the opposite (west) side of the road, the long single storey terrace and a later two storey terrace remain, and are a mixture of residences and commercial units.

Current Proposals

It is proposed to provide a cycle route linking residential areas to the east and south of Navan through the town centre to the south of the fair green. This will provide a valuable amenity, as well as provide a safe commuting route for cyclists on the way to school or work. Where space is available, the route includes two carriageways, two cycle routes and two footpaths for an overall width of 15m. Along Railway Street, the route is wider overall so that the current on-street parking can be retained, with footpaths narrowing to compensate. However, even with this reduction in provision along this 170m stretch, the current road width is too narrow. For this reason, MCC propose to widen the space available by setting the existing boundaries along the east side of the road by 2-3m.

Protected Structures	Ref
Former County Council Offices	NT0 25- 155
Former Station Master's House	NT0 25- 156
Navan Railway Station	NT0 25- 157

Architectural Conservation Area

None

Recorded Monument	Ref
Navan Historic Town*	ME025-044

* The spa well is not specifically protected, but is located at the edge of the Notification Zone for the historic core of Navan,. This means that development notification is to be sent to the Development Applications Unit in the Department of Culture, Heritage and the Gaeltacht.

Impact

- The limestone retaining wall to the Solstice Centre is to be set back, which will affect the width of the stepped access.
- The metalwork railings and stone gate piers to the front of the former council offices are to be set back between 2-3m.
- The low, modern limestone rubble wall to the adjacent car park will be set back 2-3m.
- The taller wall to the side of the Station Master's House will also be set back, requiring the removal of the modern extension to the historic building.
- The modern railway crossing is to be widened, with its gates and piers to be reused.
- Another low limestone wall, to the south of the railway gate, will also be realigned.
- The road will be resurfaced with new road markings to provide for the new layout.
- Lighting, signage and street furniture will need to be redesigned.
- Along Circular Road, a platform will need to be installed adjacent to the spa well to provide adequate space for pedestrians and cyclists at the zebra crossing.

Mitigation

Given the above, there are a number of impacts that could be mitigated by taking a conservation-led approach to the proposed intervention:

- The railings and gate piers along the council offices are in poor condition. Their realignment is an opportunity to repair these historic features. The metalwork is badly corroded, especially along the base which is set directly on the ground. Given the extent of corrosion, they should be raised off the ground. The fine gate piers may be built using Ardbraccan stone, a limestone that can be prone to serious decay such as in this case where the natural fissures

have washed out leaving the stone fragmented. These stones may need to be stabilised in-situ prior to their removal and resetting.

- The proposals will require the alteration of the wall along St Finian's Terrace to bring it back in line with the railings. This could be carried out by a skilled mason, using lime mortar. The existing quoin stones at the jamb should be relocated to the new face of the wall, and the gaps carefully infilled with salvaged stone. Any surplus stone should be set aside for use on neighbouring walls as part of the works.
- The limestone cappings to the gate piers into the carpark should be retained and set back on the realigned wall.
- The tall limestone wall and capping should be rebuilt on a new alignment, using only the salvaged stone bedded and pointed using lime mortar. The demolition of the flat roof extension should be carried out to best conservation practice, ensuring that any replacement will not detract from the historic character of the house.
- The low limestone wall at the green area to the south of the gate crossing should also be rebuilt using lime mortar.
- While the widening of the footpath in the location of the spa well at Circular Road will not be placed directly over the well, it does have the potential to make it less visible. In order to mitigate the impact, and to draw attention to this feature that is hidden below current road levels, the new surface and guarding should carefully designed using steel grille decking and well-designed guarding to allow views of the well below.
- While Railway Street and Circular Road are outside the Navan Town ACA, the proposals should seek to minimise visual clutter in relation to signage and street furniture, and maintain the settings for the historic buildings through sensitive design.

Conclusions

While the proposal to relocate the walls will impact the built heritage along Railway Street, the scheme design and proposed mitigations have sought to balance disturbing historic fabric while fulfilling the scheme objectives of the proposed cycle route. The proposals will be an opportunity to repair the historic railings to the former council offices, to improve the presentation and interpretation of the spa well. A skilled mason using traditional techniques and salvaged stone can rebuild the limestone rubble walls in a way that retains their historic character.

Please do not hesitate to contact me with any queries.

Yours faithfully,



Fergal Mc Namara MRIAI, Conservation Grade 1 Architect



View towards former Council Offices, showing generous set back from Railway Street.



View of entrance gate piers and gates and housing to other side of Railway Street.



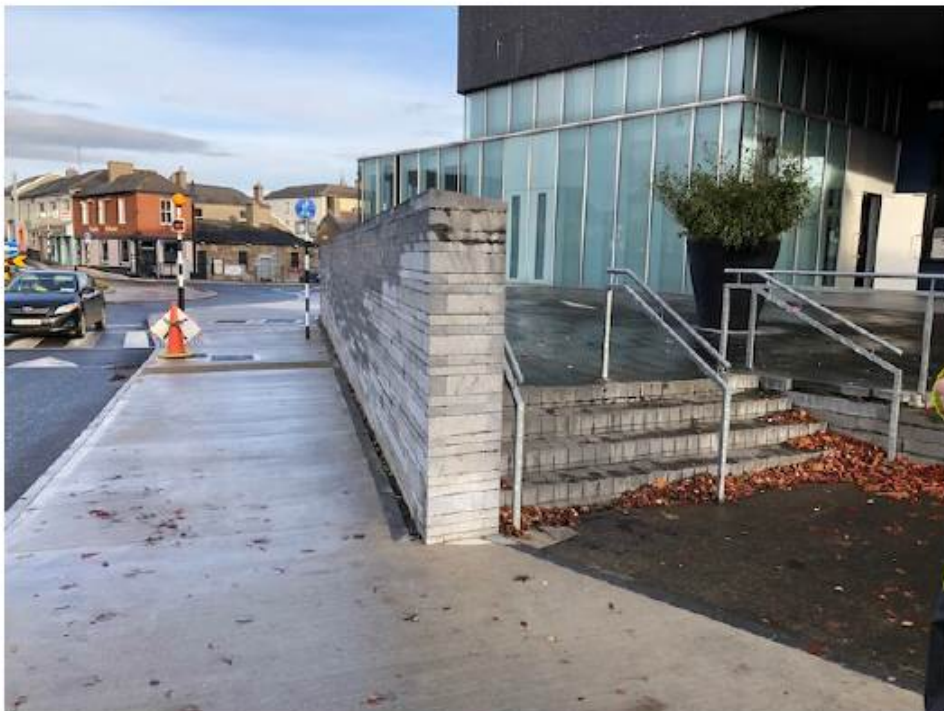
Detail of decayed stone to gate pier.



View along railings showing extent of corrosion and low base.



View along boundary wall to Station Master's House.



View of limestone retaining wall to the front of the Solstice Arts Centre.



View of spa well feature from adjacent footpath.



View from level of well looking towards existing retaining wall along Circular Road.

APPENDIX 2 RECORDED MONUMENTS WITHIN THE SURROUNDING AREA

SMR NO.	ME025-044
TOWNLAND	Abbeyland South, Townparks, Blackcastle Demesne
PARISH	Navan
BARONY	Navan
CLASSIFICATION	Historic Town
DIST. FROM SCHEME	0m
DESCRIPTION	Historic town of Navan.
REFERENCE	SMR file

SMR NO.	ME025-067
TOWNLAND	Dillonsland
PARISH	Navan
BARONY	Navan
CLASSIFICATION	Wayside cross (ex-situ)
DIST. FROM SCHEME	c. 25m south
DESCRIPTION	Some dressed stones from St Mary's Abbey (ME025-024----) are now in a rockery at St Mary's Roman Catholic church in Navan. The limestone spandrel (dims 0.57m x 0.36m; T 0.2m) of a double ogee-headed window is decorated with three triskels in relief on one side and star shapes in relief on the other. A triangular piece of limestone (dims 0.64m x 0.37m; T 0.21m) with a raised circle divided into six may be the apex of a wall monument. Some smaller stones carry fragments of an inscription.
REFERENCE	SMR file

SMR NO.	ME025-031/001-3
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Screen
CLASSIFICATION	Church, graveyard, graveslab & font
DIST. FROM SCHEME	To the immediate southwest
DESCRIPTION	Situated on level ground with the top of a SW-facing slope overlooking a SSE-NNW section of the River Boyne c. 100m to the SW, and with the river c. 50m further to the SW. A church at Athlumney is listed in the ecclesiastical taxation (1302-06) of Pope Nicholas IV (Cal. doc. Ire, 6, 355). According to Ussher's Visitation (1622) the church and chancel were ruinous (Elrington 1864, 1, lxxvii), and according to Dopping's Visitation (1682-5) the church was out of repair since 1641 and the graveyard was not fenced (Ellison 1972, 6). The parish church of Athlumney is within a D-

	<p>shaped graveyard (max. dims c. 63m NW-SE; c. 50m NE-SW) that is curtailed by a WNW-ESE road on the N side. This is an undivided nave and chancel (int. dims 20.9m E-W; 5.75m N-S) structure, but most of the S wall is removed and the other walls are featureless. A rectangular tower (ext. dims 8m N-S; 3.2m E-W) with double-splayed lights in the S, W and N walls is attached to the W end of the nave and entered from the nave by a lintelled doorway. Its floors were wooden and it survives partly to the first floor, with an ivy covered double belfry on its W wall. Another structure, reduced to the foundations (ext. dims 4.3m E-W; 2.8m N-S) is attached to the E end of the N wall.</p> <p>Around 1749 Issac Butler recorded the Latin inscription on the graveslab of William Gough and his mother Ann Cheevers, dated 1692 (1892, 24). It is also described by FitzGerald (1909-10). A rectangular limestone graveslab (dims 2.05m x 1.09m; T 0.12m) in the nave has a raised heater-shaped shield at the centre that is divided by a line of chevrons. At least one goat taken from the Cheevers crest can be distinguished below the chevrons and the items above it could be boars' heads from the Gough crest. There is a skull and cross-bones at the foot, but no inscription is discernible. Cogan (1862-70, 2, 238-9) describes a broken font as 'octagonal and unornamented, and measured in diameter about one foot eight inches (c. 0.45m). The pedestal (base) is a circular stone two feet one inch in diameter (c. 0.64m), the aperture of which measures in diameter eight inches (c. 0.2m).' This is no longer present. Athlumney motte (ME025-033----) is c. 90m to the S and Athlumney tower house (ME024-32001-) is c. 85m to the E. Navan town is across the river c. 500m to the NW.</p> <p>The D-shaped graveyard (max. dims c. 63m NW-SE; c. 50m NE-SW) is defined by masonry walls that is curtailed slightly by a WNW-ESE road on the N side. The graveslab (ME025-031002-) is in the nave of the church.</p>
REFERENCE	SMR file

SMR NO.	ME025-032001-2
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Screen
CLASSIFICATION	Tower House and 16/17th century house
DIST. FROM SCHEME	To the immediate northeast
DESCRIPTION	<p>This is a National Monument consisting of a tower house with a 16th or 17th century stone house (ME025-032002-) off-set to the NW and SW. There is a small wing between them that may have served as kitchens and servants quarters for the later house. The buildings are situated on a level landscape now within Navan town, with a SE-NW section of the River Boyne c. 200m to the SW. According to the Civil Survey (1654-6) Lawrence Dowdall owned 200 acres at Athlumney in 1640, and the property included 'A castle and a large stone howse, a water mill and a tuck mill, two fishing weares, and a church and two open quarries' (Simington 1940, 62). He also owned almost 180 acres at Allistonread (Alexander Reid) and 40 at Bellis (Bailis) in Athlumney parish (ibid. 62-4).</p>

	<p>Traditionally, the last occupant was Sir Launcelot Dowdall, who burnt it in despair when he heard the outcome of the Battle of the Boyne in 1690 (Wilde 1850, 11-12), although Isaac Butler writing in the 1740s, attributed the burning to one of the Maguire family in order to prevent Cromwell from utilising it (1892, 24). The parish church of Athlumney (ME025-031-- --) is c. 80m to the W and the motte (ME025-033----) is c. 140m to the SW.</p> <p>The tower-house (ext. dims 10.2m NE-SW; 7.2m NW-SE) has three storeys and an attic with projecting rectangular corner towers. A plain round-headed doorway, now blocked, in the N tower leads directly to a newel stairs that has a cross-loop as a light and rises to a mezzanine level, which has chambers in the NE and NW walls. These are at the level of the NE-SW barrel-vault over the main chamber at the ground floor, but there is no access to the barrel-vault and no evidence that the vault had a loft floor. The original access to the ground floor chamber is by a passage through the W tower that communicates now with a passage in the later house, although a modern doorway in the SW wall leads directly to the ground floor chamber from outside.</p> <p>The four bay three storey structure (int. dims c. 23m NE-SW; 6.45m NE-SW) with a stairs return at the S end of the NW wall, which is lit by small rectangular windows with square hood-mouldings. A flat-arched doorway with a round-headed niche above it is in the middle of the SE wall, with two large plain and consolidated window openings on each side. The ground floor is divided by a cross-wall with one pointed doorway through it placed just S of the main entrance. The N chamber (int. dims 13.5m NE-SW; 6.45m NE-SW) may well include an entrance passage from the main doorway. It has a large fireplace that projects on the outside of the wall and two blocked windows on the NW wall, and a passage (int. dims 6.45m NW-SE; 3.15m NE-SW) N of this chamber leads to the ground floor of the tower house and may have housed another stairs. The S chamber also has an externally-projecting fireplace and two blocked windows on the NW wall but it also has a large fireplace with an oven on either side on the SW wall as well as access to the stairs return. The long walls are rebated to support the first floor but the joists appear to have been inserted into the NW and SW walls.</p> <p>At the first floor the SE wall has four large mullion and transom windows, each with six panels (3 over 3) and a square hood-moulding. The NW wall has four destroyed and consolidated windows and two fireplaces, while the SW wall has a magnificent mullion and transom oriel window of eight panels (4 over 4) with a fireplace beside it. The long walls are recessed for the second floor but the joists are set directly into the NE and SW walls. The second floor repeats the lay-out of the first except that the oriel window does not survive, and the large windows in the SE wall are partly within dormer gables that rise over them. In the narrow NE 'passage' there was an oriel window in the NE wall at this level but only the supporting machicolation survives.</p> <p>Abutting the house to the NE and between it and the tower house was a structure (int. dims 15.8m NE-SW; 4.9m NW-SE) of which only the NW and NE walls survive at the ground floor. There is a blocked doorway and three windows in the NW wall, an oven at the N angle and there may have been a fireplace in the NE wall. It had at least two storeys and may</p>
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	have served as a kitchen and servants quarters for the stone house.
REFERENCE	SMR file

APPENDIX 3 RPS/NIAH STRUCTURES WITHIN THE SURROUNDING AREA

RPS NO.	NT025-163
NIAH NO	14012067
TOWNLAND	Dillonsland
PARISH	Navan
BARONY	Navan
CLASSIFICATION	Woodlands House
DIST. FROM SCHEME	c. 35m east
DESCRIPTION	Detached three-bay two-storey house with dormer attic, built 1917, with projecting porch. Extended at rear and converted into nursing home c. 1990. Detached former coach house to site. Double-pitched and hipped roof, natural slates, tall chimney stacks, wide overhanging eaves with brackets, flat roofed dormer window. Pebble dash rendered walls with nap rendered margins and quoins. Stone cills, moulded architraves to window opes, six over six pane deal sash windows, glazed door.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-156
NIAH NO	14012078
TOWNLAND	Dillonsland
PARISH	Navan
BARONY	Navan
CLASSIFICATION	Station Master's House
DIST. FROM SCHEME	To the immediate east
DESCRIPTION	Detached three-bay two-storey former station master's house, c.1885, with gabled half-dormer window. Single-storey extension, garage and garden sheds added. Double-pitched roof, natural slates, decorative deal barge boards, brick chimney stacks with decorative brick courses. Rough dash rendered walls. Exposed header course brick segment arches to window opes and surround to door ope, heavy timber casement windows, possibly original.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-155
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NIAH NO	14009060
TOWNLAND	Dillonsland
PARISH	Navan
BARONY	Navan
CLASSIFICATION	County Council Offices
DIST. FROM SCHEME	c. 30m east
DESCRIPTION	County Council Offices, built 1913, consisting of a three-bay central block flanked by projecting and gabled outer bays. Ashlar and banded rusticated limestone facades and curved pedimented doorcase. Porch added c.2000. Double pitched roof and hipped, natural slates, cast-iron ogee gutters, small louvred dormer housing. Banded rusticated and ashlar limestone, plain quoins, carved stone eaves cornice, nap render to side elevations, channelled to ground floor. Entablatures and pediments above first floor openings, uPVC casement windows, large segmental pedimented doorcase, stained glass window over inner entrance door. Wrought-iron railings with ashlar piers, rubble stone boundary wall to north.
CATEGORY OF INTEREST	Architectural, social, artistic
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-085
NIAH NO	14009086
TOWNLAND	Townparks
PARISH	Navan
BARONY	Navan
CLASSIFICATION	Gates/ railings
DIST. FROM SCHEME	To the immediate west
DESCRIPTION	Cast-iron panelled gate piers each surmounted by a cross, c.1910. Providing access to St. Joseph's Primary School. Repositioned and gate replaced c.1990. Set in boundary wall of steel railings on split concrete block plinth wall, c.1990.
CATEGORY OF INTEREST	Artistic
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-141
NIAH NO	14010013
TOWNLAND	Townparks
PARISH	Navan
BARONY	Navan

CLASSIFICATION	Boyne Villa
DIST. FROM SCHEME	c. 9m south
DESCRIPTION	End-of-terrace three-bay three-storey house over basement, c.1840. Openings refitted. Cast-iron railings to site. Double-pitched roof, artificial slates, projecting eaves course, uPVC gutters, chimney stack removed. Rendered ruled and lined walls with iron enamelled name plaque. Stone cills, uPVC casement windows, round-headed stone doorcase with carved archivolt, keystone impost - lintel, architrave, leaded fanlight, hardwood door. Cast-iron railings to basement area - partly replaced.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-115
NIAH NO	14010086
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	New Bridge
DIST. FROM SCHEME	To the immediate east
DESCRIPTION	Six arch road bridge over river, built 1752, with cutwaters and coursed rubble masonry parapet walls. Ashlar and rubble stone walls. Semi-circular and segmental arches with dressed ashlar voussoirs.
CATEGORY OF INTEREST	Architectural, social
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-118
NIAH NO	14010097
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Gate lodge
DIST. FROM SCHEME	c. 30m west
DESCRIPTION	Detached two-bay two-storey over basement former gate lodge, c.1870, with exposed rubble façade. Arched gateway attached with single and pair of wrought-iron gates, c.1870. Refurbished as offices, c.1995. Double-pitched roof, artificial slates, projecting eaves course, Velux roof lights. Exposed rubble limestone walls. Stone cills and rough-dressed stone flat arches, uPVC casement windows, timber door, iron security grill to

	basement window. Jostle stone, remnants of rubble stone quay wall to south adjoining former canal.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-120
NIAH NO	14010089
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Former corn store
DIST. FROM SCHEME	c. 10m north
DESCRIPTION	Detached six-bay four-storey former corn store, c.1860, with exposed rubble façade. Now in use as bakery. Double-pitched and hipped roof, natural slates. Coursed rubble, whitewashed walls. Sash and casement windows, flush brick surrounds to openings, segmental arches to reveals internally.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-133
NIAH NO	14010106
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Boyne Cottage
DIST. FROM SCHEME	c. 5m south
DESCRIPTION	Detached three-bay two-storey L-plan house, c.1830. Refurbished and porch added c.1985. Rubble stone wall with arch at ground level to river bank at rear. Double-pitched roof, artificial slates, cedar barge and fascia boards, rendered chimney stacks. Rough dash rendered walls. Stone, timber and concrete cills, timber sash windows, uPVC casement windows, porch with screen of concrete columns, c.1985, external window shutters. High wall to front boundary, deep circular well shaft - stone lined and with iron grill. Rubble stone wall with arch at ground level to river bank.
CATEGORY OF INTEREST	Architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-135
NIAH NO	14010112
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Railway Bridge
DIST. FROM SCHEME	0m
DESCRIPTION	Single arch road bridge over railway, c.1849, with finely executed rusticated limestone detail. Squared rubble stone with cambered string course at roadway level. Elliptical arch with ashlar voussoirs.
CATEGORY OF INTEREST	Architectural, social, technical
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-136
NIAH NO	14010041
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Medieval church ruins
DIST. FROM SCHEME	c. 13m south
DESCRIPTION	Ruins of fifteenth-century church with double bellcote. Enclosed church yard with many tombstones dating from 1709. Double-pitched roof. Rubble stone walls.
CATEGORY OF INTEREST	Archaeological, social
RATING	National
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-137
NIAH NO	14010042
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Athlumney Castle
DIST. FROM SCHEME	To the immediate northeast
DESCRIPTION	Three-stage tower house, c.1500. Four-bay three-storey extension, c.1650, with mullioned windows and gables. Burnt in 1649. Now in ruins.

	Double-pitched roof with tall chimney stacks to extension. Rubble stone walls. National Monument in state care.
CATEGORY OF INTEREST	Archaeological, architectural, historical
RATING	National
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

RPS NO.	NT025-138
NIAH NO	14010044
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
CLASSIFICATION	Violet Hill House
DIST. FROM SCHEME	c. 15m southwest
DESCRIPTION	Detached three-bay two-storey house, c.1790, with round-headed stone doorcase and curved bow at rear. Two-bay two-storey side extension, c.1820. Various single and two-storey additions, including school buildings, c.1980. Entrance gateway with octagonal stone piers, c.1840. Double-pitched roof, natural slates, iron gutters. Rendered ruled and lined walls - 1900's, rough dash rendered - rear. Stone cills, uPVC casement windows, unusual stone doorcase consisting of quarter columns, carved inpost - lintel and archivolt. Sheet glass fanlight. Glazed aluminium doors and hardwood inner door. Gateway consisting of octagonal stone piers with caps, pair of cast-iron gates and rendered curved walls, c.1840, low boundary wall with wrought-iron railings and pair of gates, c.1950.
CATEGORY OF INTEREST	Archaeological, architectural
RATING	Regional
REFERENCE	Navan Development Plan 2009-2015, NIAH Survey Co. Meath

APPENDIX 4 STRAY FINDS WITHIN THE SURROUNDING AREA

Information on artefact finds from the study area in County Meath has been recorded by the National Museum of Ireland since the late 18th century. Location information relating to these finds is important in establishing prehistoric and historic activity in the study area.

MUSEUM NO	1977:7
TOWNLAND	Abbeyland
PARISH	Navan
BARONY	Lower Navan
FIND	Font
FIND PLACE	In possession of local family for many years
DESCRIPTION	Medieval stone font
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	RIA1921:6
TOWNLAND	Abbeyland
PARISH	Navan
BARONY	Lower Navan
FIND	Vessel
FIND PLACE	Abbeyland
DESCRIPTION	Eleven sherds of pottery, fine red fabric with lustrous black lead glaze. Possibly a Jackfield or Staffordshire ware type.
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1977:6
TOWNLAND	Abbeylands South
PARISH	Navan
BARONY	Lower Navan
FIND	Vessel
FIND PLACE	In trench cutting on side of medieval abbey.
DESCRIPTION	Large fragment of post-medieval tile. Reddish brown colour throughout. Portions of two contiguous sides together. Sides and main surface have a greyish sandy coating.
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1977:11
TOWNLAND	Abbeylands South
PARISH	Navan
BARONY	Lower Navan
FIND	Human bones

FIND PLACE	In trench cutting on side of medieval abbey.
DESCRIPTION	Human skeletal remains
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	2004:170
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Axehead
FIND PLACE	Garden
DESCRIPTION	Axe, flaked, pecked and ground. The left side is straight in plan, right side more curved. Both sides rounded in section. The junction between the side and the edge is present on both sides, the junction of the edge with the left side is more acute than on the right side. The junction of the sides to the butt is present. The edge is gently curved asymmetrical in plan, it is relatively sharp with minor chips in the left portion, slightly blunted from post-depositional wear. Straight in section. The blade area of both faces is more finely ground than the remaining faces. The upper portion of face 1 has evidence for pecking and some weathering. There is a flake scar close to the butt. There is evidence of weathering to the axe's surface. Face 2 is less weathered and the surface is more smoothly finished over the entire face. There is a flake scar in the upper portion of face 2, close to the butt. The butt is slightly oblique, unground and unpolished.
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1977:10
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Pottery
FIND PLACE	Convent school
DESCRIPTION	Blackware potsherd
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1977:9
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Pottery
FIND PLACE	Athlumney
DESCRIPTION	Blackware pottery
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1977:8
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Pottery
FIND PLACE	Convent school
DESCRIPTION	Rimsherd
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1976:624
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Object
FIND PLACE	Spoil from sewer trench
DESCRIPTION	Vitreous material
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1976:623
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Pottery
FIND PLACE	Spoil from a sewer
DESCRIPTION	Rimsherd of North Devon gravel tempered ware.
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1976:622
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Pottery
FIND PLACE	Spoil from a sewer
DESCRIPTION	Blackware pottery
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1976:622
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen

FIND	Pottery
FIND PLACE	Spoil from a sewer
DESCRIPTION	Blackware rimsherd
REFERENCE	Topographical files, National Museum of Ireland

MUSEUM NO	1000:387
TOWNLAND	Athlumney
PARISH	Athlumney
BARONY	Skreen
FIND	Sample
FIND PLACE	Sewage drain cutting scheme by Meath County Council near Athlumney Motte. Recovered also with vitreous material and blackware pottery sherds.
DESCRIPTION	Bone and shell sample
REFERENCE	Topographical files, National Museum of Ireland

APPENDIX 5 LEGISLATION PROTECTING THE ARCHAEOLOGICAL RESOURCE

PROTECTION OF CULTURAL HERITAGE

The cultural heritage in Ireland is safeguarded through national and international policy designed to secure the protection of the cultural heritage resource to the fullest possible extent (Department of Arts, Heritage, Gaeltacht and the Islands 1999, 35). This is undertaken in accordance with the provisions of the *European Convention on the Protection of the Archaeological Heritage* (Valletta Convention), ratified by Ireland in 1997.

THE ARCHAEOLOGICAL RESOURCE

The *National Monuments Act 1930 to 2014* and relevant provisions of the *National Cultural Institutions Act 1997* are the primary means of ensuring the satisfactory protection of archaeological remains, which includes all man-made structures of whatever form or date except buildings habitually used for ecclesiastical purposes. A National Monument is described as ‘a monument or the remains of a monument the preservation of which is a matter of national importance by reason of the historical, architectural, traditional, artistic or archaeological interest attaching thereto’ (National Monuments Act 1930 Section 2).

A number of mechanisms under the National Monuments Act are applied to secure the protection of archaeological monuments. These include the Register of Historic Monuments, the Record of Monuments and Places, and the placing of Preservation Orders and Temporary Preservation Orders on endangered sites.

OWNERSHIP AND GUARDIANSHIP OF NATIONAL MONUMENTS

The Minister may acquire national monuments by agreement or by compulsory order. The state or local authority may assume guardianship of any national monument (other than dwellings). The owners of national monuments (other than dwellings) may also appoint the Minister or the local authority as guardian of that monument if the state or local authority agrees. Once the site is in ownership or guardianship of the state, it may not be interfered with without the written consent of the Minister.

REGISTER OF HISTORIC MONUMENTS

Section 5 of the 1987 Act requires the Minister to establish and maintain a Register of Historic Monuments. Historic monuments and archaeological areas present on the register are afforded statutory protection under the 1987 Act. Any interference with sites recorded on the register is illegal without the permission of the Minister. Two months’ notice in writing is required prior to any work being undertaken on or in the vicinity of a registered monument. The register also includes sites under Preservation Orders and Temporary Preservation Orders. All registered monuments are included in the Record of Monuments and Places.

PRESERVATION ORDERS AND TEMPORARY PRESERVATION ORDERS

Sites deemed to be in danger of injury or destruction can be allocated Preservation Orders under the 1930 Act. Preservation Orders make any interference with the site

illegal. Temporary Preservation Orders can be attached under the 1954 Act. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation must be reviewed. Work may only be undertaken on or in the vicinity of sites under Preservation Orders with the written consent, and at the discretion, of the Minister.

RECORD OF MONUMENTS AND PLACES

Section 12(1) of the 1994 Act requires the Minister for Arts, Heritage, Gaeltacht and the Islands (now the Minister for the Department of Culture, Heritage and the Gaeltacht) to establish and maintain a record of monuments and places where the Minister believes that such monuments exist. The record comprises a list of monuments and relevant places and a map/s showing each monument and relevant place in respect of each county in the state. All sites recorded on the Record of Monuments and Places receive statutory protection under the National Monuments Act 1994. All recorded monuments on the proposed development site are represented on the accompanying maps.

Section 12(3) of the 1994 Act provides that ‘where the owner or occupier (other than the Minister for Arts, Heritage, Gaeltacht and the Islands) of a monument or place included in the Record, or any other person, proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such a monument or place, he or she shall give notice in writing to the Minister of Arts, Heritage, Gaeltacht and the Islands to carry out work and shall not, except in the case of urgent necessity and with the consent of the Minister, commence the work until two months after the giving of notice’.

Under the National Monuments (Amendment) Act 2004, anyone who demolishes or in any way interferes with a recorded site is liable to a fine not exceeding €3,000 or imprisonment for up to 6 months. On summary conviction and on conviction of indictment, a fine not exceeding €10,000 or imprisonment for up to 5 years is the penalty. In addition they are liable for costs for the repair of the damage caused.

In addition to this, under the *European Communities (Environmental Impact Assessment) Regulations 1989*, Environmental Impact Statements (EIS) are required for various classes and sizes of development project to assess the impact the proposed development will have on the existing environment, which includes the cultural, archaeological and built heritage resources. These document’s recommendations are typically incorporated into the conditions under which the proposed development must proceed, and thus offer an additional layer of protection for monuments which have not been listed on the RMP.

THE PLANNING AND DEVELOPMENT ACT 2000

Under planning legislation, each local authority is obliged to draw up a Development Plan setting out their aims and policies with regard to the growth of the area over a five-year period. They cover a range of issues including archaeology and built heritage, setting out their policies and objectives with regard to the protection and enhancement of both. These policies can vary from county to county. The Planning

and Development Act 2000 recognises that proper planning and sustainable development includes the protection of the archaeological heritage. Conditions relating to archaeology may be attached to individual planning permissions.

The Meath County Development Plan 2013-2019 contains the following Policies and Objectives with relation to the archaeological resource:

Policies: It is an objective of Meath County Council:

CH POL 6 To promote awareness of, and access to, the archaeological inheritance of County Meath.

CH POL 7 To ensure that development in the immediate vicinity of a recorded monument is sensitively sited and designed so that it does not significantly detract from the monument. Where upstanding remains exist, a visual impact assessment may be required.

CH POL 8 To retain surviving medieval plots and street patterns in the villages and towns of Meath, where practicable, and in the course of development to record evidence of ancient boundaries, layouts, etc.

CH POL 9 To inform and seek guidance from the National Museum of Ireland if an unrecorded archaeological object is discovered, or the National Monuments Service of the Department of Arts, Heritage and the Gaeltacht in the case of the discovery of an unrecorded archaeological site, in accordance with National Monuments legislation.

Objectives: It is an objective of Meath County Council:

CH OBJ 7 To protect archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.

CH OBJ 8 To seek to protect important archaeological landscapes from inappropriate development.

CH OBJ 9 To make the Record of Monuments and Places (RMP) available to the public in the Planning Office and maintain a link on the Meath website to the on-line edition at www.archaeology.ie.

CH OBJ 10 To establish in-house training programmes for Council staff carrying out repair and maintenance works to historic structures, subject to the availability of resources.

CH OBJ 11 To encourage and promote the appropriate management and maintenance of the County's archaeological heritage, including historical burial grounds,³ in accordance with conservation principles and best practice guidelines.

CH OBJ 12 To consider the establishment of a National Monuments Advisory Committee for Meath, subject to available resources.

Navan Town Plan 2009-2015

In terms of archaeological heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 10 (a) To protect (in-situ where practicable or as a minimum, preservation by record) all monuments included in the Record of Monuments and Places (including those newly discovered).

(b) To seek to protect, where practicable, the setting of and access to sites. In securing such protection the planning authorities will have regard to the advice and recommendations of the Department of Arts, Heritage and the Gaeltacht.

(c) To require that all applications for development within the zone of archaeological potential are accompanied by a professional archaeological impact assessment.

(d) Where remnants of burgage plots do remain intact, development proposals on such plots should reflect this character within the design and layout of proposals. In order to promote the renewal of such areas, design guidance will be provided, if necessary, for such sites at pre-planning stage.

Objective

In terms of archaeological heritage, it is an objective of Meath County Council & Navan Town Council:

HER OBJ 5 When considering development in the vicinity of archaeological monuments, the planning authorities shall aim to achieve a satisfactory buffer area between the development and the monument in order to ensure the preservation and enhancement of the amenity associated with the monument. This shall be achieved in consultation with the Department of Arts, Heritage and the Gaeltacht. Buffer areas shall not be included within the required open space area of any development but should be in addition to such requirements.

APPENDIX 6 LEGISLATION PROTECTING THE ARCHITECTURAL RESOURCE

The main laws protecting the built heritage are the *Architectural Heritage (National Inventory) and National Monuments (Miscellaneous Provisions) Act 1999* and the *Local Government (Planning and Development) Acts 1963–1999*, which has now been superseded by the *Planning and Development Act, 2000*. The Architectural Heritage Act requires the Minister to establish a survey to identify, record and assess the architectural heritage of the country. The background to this legislation derives from Article 2 of the 1985 Convention for the Protection of Architectural Heritage (Granada Convention). This states that:

For the purpose of precise identification of the monuments, groups of structures and sites to be protected, each member state will undertake to maintain inventories of that architectural heritage.

The National Inventory of Architectural Heritage (NIAH) was established in 1990 to fulfil Ireland's obligation under the Granada Convention, through the establishment and maintenance of a central record, documenting and evaluating the architecture of Ireland (NIAH Handbook 2005:2). As inclusion in the inventory does not provide statutory protection, the survey information is used in conjunction with the *Architectural Heritage Protection Guidelines for Planning Authorities* to advise local authorities on compilation of a Record of Protected Structures as required by the *Planning and Development Act, 2000*.

PROTECTION UNDER THE RECORD OF PROTECTED STRUCTURES AND COUNTY DEVELOPMENT PLAN

Structures of architectural, cultural, social, scientific, historical, technical or archaeological interest can be protected under the Planning and Development Act, 2000, where the conditions relating to the protection of the architectural heritage are set out in Part IV of the act. This act superseded the Local Government (Planning and Development) Act, 1999, and came into force on 1st January 2000.

The act provides for the inclusion of Protected Structures into the planning authorities' development plans and sets out statutory regulations regarding works affecting such structures. Under new legislation, no distinction is made between buildings formerly classified under development plans as List 1 and List 2. Such buildings are now all regarded as 'Protected Structures' and enjoy equal statutory protection. Under the act the entire structure is protected, including a structure's interior, exterior, attendant grounds and also any structures within the attendant grounds.

The act defines a Protected Structure as (a) a structure, or (b) a specified part of a structure which is included in a Record of Protected Structures (RPS), and, where that record so indicates, includes any specified feature which is in the attendant grounds of the structure and which would not otherwise be included in this definition.

Protection of the structure, or part thereof, includes conservation, preservation, and improvement compatible with maintaining its character and interest. Part IV of the act deals with architectural heritage, and Section 57 deals specifically with works affecting the character of Protected Structures or proposed Protected Structures and states that no works should materially affect the character of the structure or any element of the structure that contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. The act does not provide specific criteria for assigning a special interest to a structure. However, the National Inventory of Architectural Heritage (NIAH) offers guidelines to its field workers as to how to designate a building with a special interest, which are not mutually exclusive. This offers guidance by example rather than by definition:

ARCHAEOLOGICAL

It is to be noted that the NIAH is biased towards post-1700 structures. Structures that have archaeological features may be recorded, providing the archaeological features are incorporated within post-1700 elements. Industrial fabric is considered to have technical significance, and should only be attributed archaeological significance if the structure has pre-1700 features.

ARCHITECTURAL

A structure may be considered of special architectural interest under the following criteria:

- Good quality or well executed architectural design
- The work of a known and distinguished architect, engineer, designer, craftsman
- A structure that makes a positive contribution to a setting, such as a streetscape or rural setting
- Modest or vernacular structures may be considered to be of architectural interest, as they are part of the history of the built heritage of Ireland.
- Well designed decorative features, externally and/or internally

HISTORICAL

A structure may be considered of special historical interest under the following criteria:

- A significant historical event associated with the structure
- An association with a significant historical figure
- Has a known interesting and/or unusual change of use, e.g. a former workhouse now in use as a hotel
- A memorial to a historical event.

TECHNICAL

A structure may be considered of special technical interest under the following criteria:

- Incorporates building materials of particular interest, i.e. the materials or the technology used for construction
- It is the work of a known or distinguished engineer
- Incorporates innovative engineering design, e.g. bridges, canals or mill weirs

- A structure which has an architectural interest may also merit a technical interest due to the structural techniques used in its construction, e.g. a curvilinear glasshouse, early use of concrete, cast-iron prefabrication.
- Mechanical fixtures relating to a structure may be considered of technical significance.

CULTURAL

A structure may be considered of special cultural interest under the following criteria:

- An association with a known fictitious character or event, e.g. Sandycove Martello Tower, which featured in Ulysses.
- Other structure that illustrate the development of society, such as early schoolhouses, swimming baths or printworks.

SCIENTIFIC

A structure may be considered of special scientific interest under the following criteria:

- A structure or place which is considered to be an extraordinary or pioneering scientific or technical achievement in the Irish context, e.g. Mizen Head Bridge, Birr Telescope.

SOCIAL

A structure may be considered of special social interest under the following criteria:

- A focal point of spiritual, political, national or other cultural sentiment to a group of people, e.g. a place of worship, a meeting point, assembly rooms.
- Developed or constructed by a community or organisation, e.g. the construction of the railways or the building of a church through the patronage of the local community
- Illustrates a particular lifestyle, philosophy, or social condition of the past, e.g. the hierarchical accommodation in a country house, philanthropic housing, vernacular structures.

ARTISTIC

A structure may be considered of special artistic interest under the following criteria:

- Work of a skilled craftsman or artist, e.g. plasterwork, wrought-iron work, carved elements or details, stained glass, stations of the cross.
- Well designed mass produced structures or elements may also be considered of artistic interest.

(From the NIAH Handbook 2003 & 2005 pages 15–20)

The Local Authority has the power to order conservation and restoration works to be undertaken by the owner of the protected structure if it considers the building to be in need of repair. Similarly, an owner or developer must make a written request to the Local Authority to carry out any works on a protected structure and its environs, which will be reviewed within three months of application. Failure to do so may result in prosecution.

Meath County Development Plan 2013-2019 (pgs 219-221)

Under the planning system, many minor works to structures do not normally require planning permission. These works are known as exempted development. However, for a Protected Structure, such works can be carried out without planning permission only if the works would not affect the character of the structure or any element of the structure that contributes to its special interest. An owner or occupier may seek a declaration from Meath County Council as to the types of works which would or would not materially affect the character of the structure, and would or would not require planning permission. This does not preclude redevelopment or alterations from taking place subject to appropriate planning control.

Meath County Council acknowledges that the continued well-being of a Protected Structure may involve its adaptation for a new use. However, Meath County Council will require the maintenance of its architectural character, and its setting. Developments in proximity to Protected Structures, which would seriously detract from their character, will not normally be permitted. Further guidance is provided in this regard in Section 2.9.5.

In the interest of sustainability, it is considered that the re-use and adaptation of existing buildings is preferable to their demolition. Action 22 of the Government Policy on Architecture 2009-2015 asks all public authorities to specifically address the re-use of the existing building stock, regardless of protected status or otherwise.

It is the policy of Meath County Council:

CH POL 10 To conserve and protect the architectural heritage of Meath.

CH POL 11 To require that all planning applications relating to Protected Structures contain the appropriate accompanying documentation in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any variation thereof, to enable the proper assessment of the proposed works.

CH POL 12 To encourage the retention, sympathetic reuse and rehabilitation of Protected Structures. In certain cases, land use zoning restrictions may be relaxed in order to secure the conservation of the protected structure.

CH POL 13 To encourage the retention of original windows, doors, renders, roof coverings and other significant features of historic buildings.

CH POL 14 To continue to develop the Council's advisory/educational role with regard to heritage matters and to promote awareness, understanding, and appreciation of the architectural heritage of Meath.

CH POL 15 To encourage, where appropriate, the adaptive re-use of existing buildings and sites in a manner compatible with their character and significance.

Meath County Council Objectives

CH OBJ 13 To protect all structures (or, where appropriate, parts of structures) within the county which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest and which are included in the Record of Protected Structures (See Appendix 8).

CH OBJ 14 To review and update the Record of Protected Structures when new information becomes available and to make additions and deletions as appropriate.

CH OBJ 15 To identify and retain good examples of historic street furniture e.g. cast-iron post boxes, water pumps, signage, street lighting and kerbing.

CH OBJ 16 To make available and distribute detailed guidance notes and provide advice on architectural heritage to the public, developers, public bodies, groups and associations.

Navan Town Plan 2009-2015

Policies

In terms of architectural heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 5 To support and encourage the re-use of suitable redundant or obsolete buildings within the ACA.

HER POL 6 To encourage the retention and protection of all structures which contribute in a positive manner to the character of the ACA.

HER POL 7 Within the Architectural Conservation Area to have regard to:

- The impact of proposed development on the character and appearance of the Architectural Conservation Area in terms of the height and massing of built forms, and the compatibility of design, materials, colour and finishes.
- The impact of proposed development on the character and integrity of the area and the approaches thereto, and will promote compatible uses within compatible forms of infill development.
- The need to retain architectural and townscape elements such as shop fronts, sash windows, gutters and down pipes, decorative plasterwork, etc. that contribute to the character and appearance of the ACA.

HER POL 8 To encourage the retention of all architectural and townscape elements which contribute to the character of the ACA.

Objective

In terms of Architectural Conservation Areas it is an objective of Meath County Council & Navan Town Council:

HER OBJ 3 It is the intention of the planning authorities by the designation of the Navan Historic Core Architectural Conservation Area:

- To protect and enhance the architectural heritage of Navan for future generations.

- To preserve the historic street pattern within the core of the town.
- To require that all new developments shall observe the existing scale of the town.
- To protect the character of the existing streetscape by giving consideration to the suitability of style, construction materials, colour and decoration to be used in any proposals for development taking place within this area.
- To encourage appropriate new uses for empty and under-utilised buildings.
- To avoid the destruction of minor historic elements whose

APPENDIX 7 IMPACT ASSESSMENT AND THE CULTURAL HERITAGE RESOURCE

POTENTIAL IMPACTS ON ARCHAEOLOGICAL AND HISTORICAL REMAINS

Impacts are defined as ‘the degree of change in an environment resulting from a development’ (Environmental Protection Agency 2003: 31). They are described as profound, significant or slight impacts on archaeological remains. They may be negative, positive or neutral, direct, indirect or cumulative, temporary or permanent.

Impacts can be identified from detailed information about a project, the nature of the area affected and the range of archaeological and historical resources potentially affected. Development can affect the archaeological and historical resource of a given landscape in a number of ways.

- Permanent and temporary land-take, associated structures, landscape mounding, and their construction may result in damage to or loss of archaeological remains and deposits, or physical loss to the setting of historic monuments and to the physical coherence of the landscape.
- Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping and the passage of heavy machinery; disturbance by vehicles working in unsuitable conditions; or burial of sites, limiting accessibility for future archaeological investigation.
- Hydrological changes in groundwater or surface water levels can result from construction activities such as de-watering and spoil disposal, or longer-term changes in drainage patterns. These may desiccate archaeological remains and associated deposits.
- Visual impacts on the historic landscape sometimes arise from construction traffic and facilities, built earthworks and structures, landscape mounding and planting, noise, fences and associated works. These features can impinge directly on historic monuments and historic landscape elements as well as their visual amenity value.
- Landscape measures such as tree planting can damage sub-surface archaeological features, due to topsoil stripping and through the root action of trees and shrubs as they grow.
- Ground consolidation by construction activities or the weight of permanent embankments can cause damage to buried archaeological remains, especially in colluviums or peat deposits.
- Disruption due to construction also offers in general the potential for adversely affecting archaeological remains. This can include machinery, site offices, and service trenches.

Although not widely appreciated, positive impacts can accrue from developments. These can include positive resource management policies, improved maintenance and access to archaeological monuments, and the increased level of knowledge of a site or historic landscape as a result of archaeological assessment and fieldwork.

PREDICTED IMPACTS

The severity of a given level of land-take or visual intrusion varies with the type of monument, site or landscape features and its existing environment. Severity of impact can be judged taking the following into account:

- The proportion of the feature affected and how far physical characteristics fundamental to the understanding of the feature would be lost;
- Consideration of the type, date, survival/condition, fragility/vulnerability, rarity, potential and amenity value of the feature affected;
- Assessment of the levels of noise, visual and hydrological impacts, either in general or site specific terms, as may be provided by other specialists.

APPENDIX 7 MITIGATION MEASURES AND THE CULTURAL HERITAGE RESOURCE

POTENTIAL MITIGATION STRATEGIES FOR CULTURAL HERITAGE REMAINS

Mitigation is defined as features of the design or other measures of the proposed development that can be adopted to avoid, prevent, reduce or offset negative effects.

The best opportunities for avoiding damage to archaeological remains or intrusion on their setting and amenity arise when the site options for the development are being considered. Damage to the archaeological resource immediately adjacent to developments may be prevented by the selection of appropriate construction methods. Reducing adverse effects can be achieved by good design, for example by screening historic buildings or upstanding archaeological monuments or by burying archaeological sites undisturbed rather than destroying them. Offsetting adverse effects is probably best illustrated by the full investigation and recording of archaeological sites that cannot be preserved *in situ*.

DEFINITION OF MITIGATION STRATEGIES

ARCHAEOLOGICAL RESOURCE

The ideal mitigation for all archaeological sites is preservation *in situ*. This is not always a practical solution, however. Therefore a series of recommendations are offered to provide ameliorative measures where avoidance and preservation *in situ* are not possible.

Archaeological Test Trenching can be defined as ‘a limited programme of intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area or site on land, inter-tidal zone or underwater. If such archaeological remains are present field evaluation defines their character, extent, quality and preservation, and enables an assessment of their worth in a local, regional, national or international context as appropriate’ (ClfA 2014a).

Full Archaeological Excavation can be defined as ‘a programme of controlled, intrusive fieldwork with defined research objectives which examines, records and interprets archaeological deposits, features and structures and, as appropriate, retrieves artefacts, ecofacts and other remains within a specified area or site on land, inter-tidal zone or underwater. The records made and objects gathered during fieldwork are studied and the results of that study published in detail appropriate to the project design’ (ClfA 2014b).

Archaeological Monitoring can be defined as ‘a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons. This will be within a specified area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be

disturbed or destroyed. The programme will result in the preparation of a report and ordered archive (ClfA 2014c).

Underwater Archaeological Assessment consists of a programme of works carried out by a specialist underwater archaeologist, which can involve wade surveys, metal detection surveys and the excavation of test pits within the sea or riverbed. These assessments are able to access and assess the potential of an underwater environment to a much higher degree than terrestrial based assessments.

ARCHITECTURAL RESOURCE

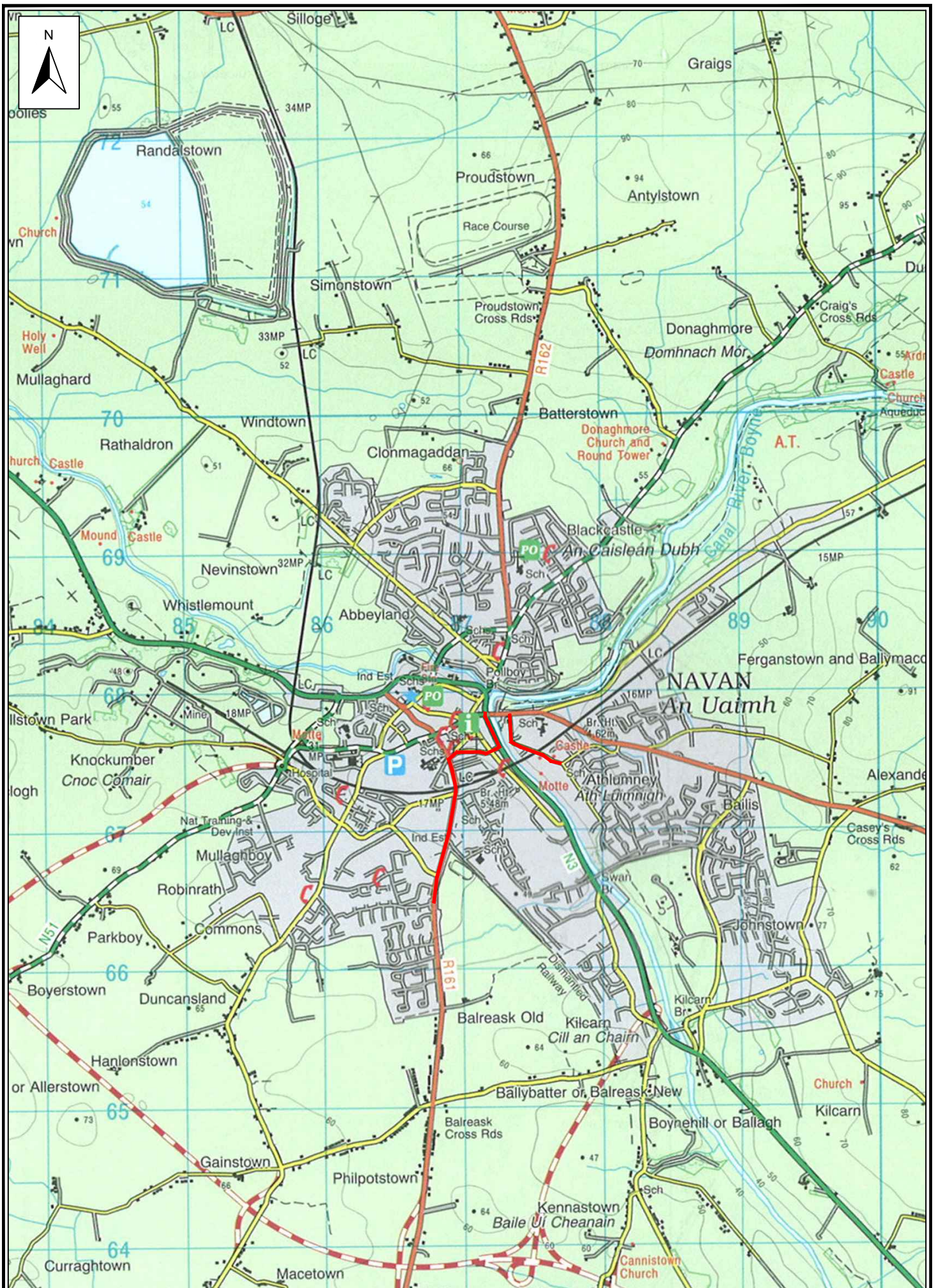
The architectural resource is generally subject to a greater degree of change than archaeological sites, as structures may survive for many years but their usage may change continually. This can be reflected in the fabric of the building, with the addition and removal of doors, windows and extensions. Due to their often more visible presence within the landscape than archaeological sites, the removal of such structures can sometimes leave a discernable 'gap' with the cultural identity of a population. However, a number of mitigation measures are available to ensure a record is made of any structure that is deemed to be of special interest, which may be removed or altered as part of a proposed development.

Conservation Assessment consists of a detailed study of the history of a building and can include the surveying of elevations to define the exact condition of the structure. These assessments are carried out by Conservation Architects and would commonly be carried out in association with proposed alterations or renovations on a Recorded Structure.

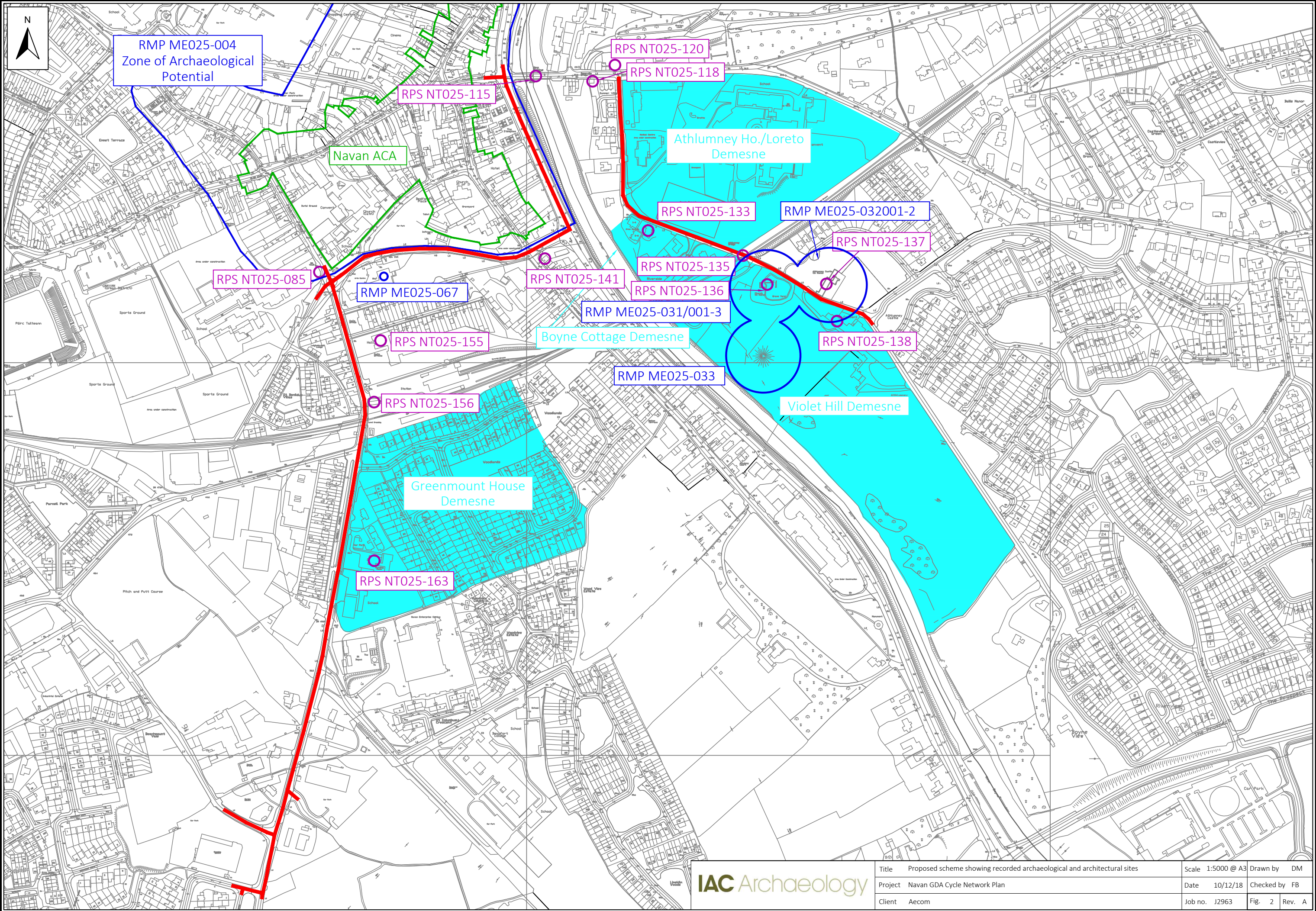
Building Survey may involve making an accurate record of elevations (internal and external), internal floor plans and external sections. This is carried out using a EDM (Electronic Distance Measurer) and GPS technology to create scaled drawings that provide a full record of the appearance of a building at the time of the survey.

Historic Building Assessment is generally specific to one building, which may have historic significance, but is not a Protected Structure or listed within the NIAH. A full historical background for the structure is researched and the site is visited to assess the standing remains and make a record of any architectural features of special interest. These assessments can also be carried out in conjunction with a building survey.

Written and Photographic record provides a basic record of features such as stone walls, which may have a small amount of cultural heritage importance and are recorded for prosperity. Dimensions of the feature are recorded with a written description and photographs as well as some cartographic reference, which may help to date a feature.



Title	Scheme location	Scale	NTS	Drawn by	DM
Project	Navan GDA Cycle Network Plan	Date	10/12/18	Checked by	FB
Client	Aecom	Job no.	J2963	Fig.	1 Rev. A



RMP ME025-004
Zone of Archaeological
Potential

Navan ACA

RPS NT025-120

RPS NT025-118

RPS NT025-115

Athlumney Ho./Loreto
Demesne

RPS NT025-133

RMP ME025-032001-2

RPS NT025-137

RPS NT025-085

RMP ME025-067

RPS NT025-141

RPS NT025-135

RPS NT025-136

RMP ME025-031/001-3

Boyne Cottage Demesne

RPS NT025-138

RPS NT025-155

RMP ME025-033

Violet Hill Demesne

RPS NT025-156

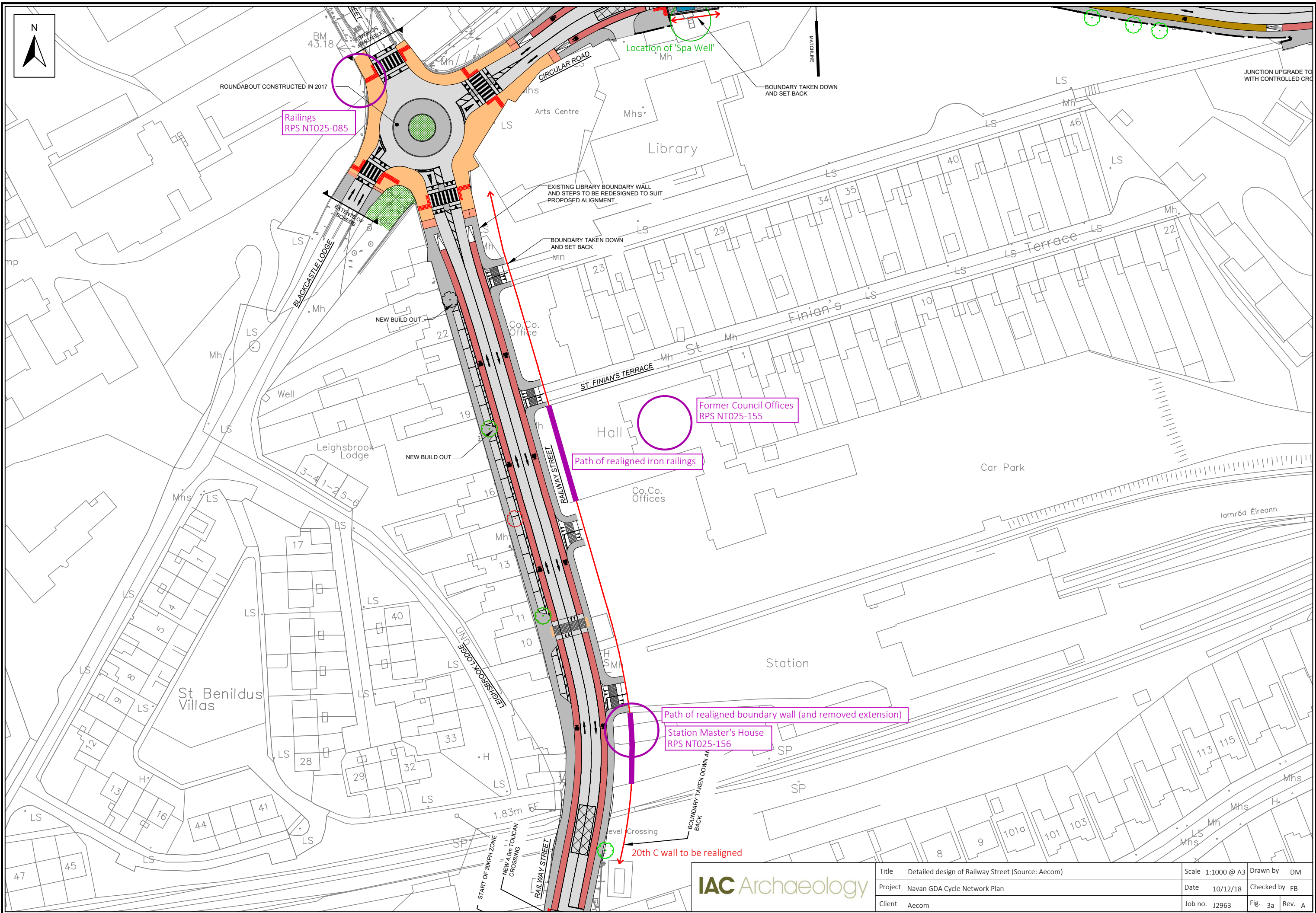
Greenmount House
Demesne

RPS NT025-163

IAC Archaeology

Title	Proposed scheme showing recorded archaeological and architectural sites
Project	Navan GDA Cycle Network Plan
Client	Aecom

Scale	1:5000 @ A3	Drawn by	DM
Date	10/12/18	Checked by	FB
Job no.	J2963	Fig.	2
		Rev.	A



Railings
RPS NT025-085

Path of realigned iron railings

Former Council Offices
RPS NT025-155

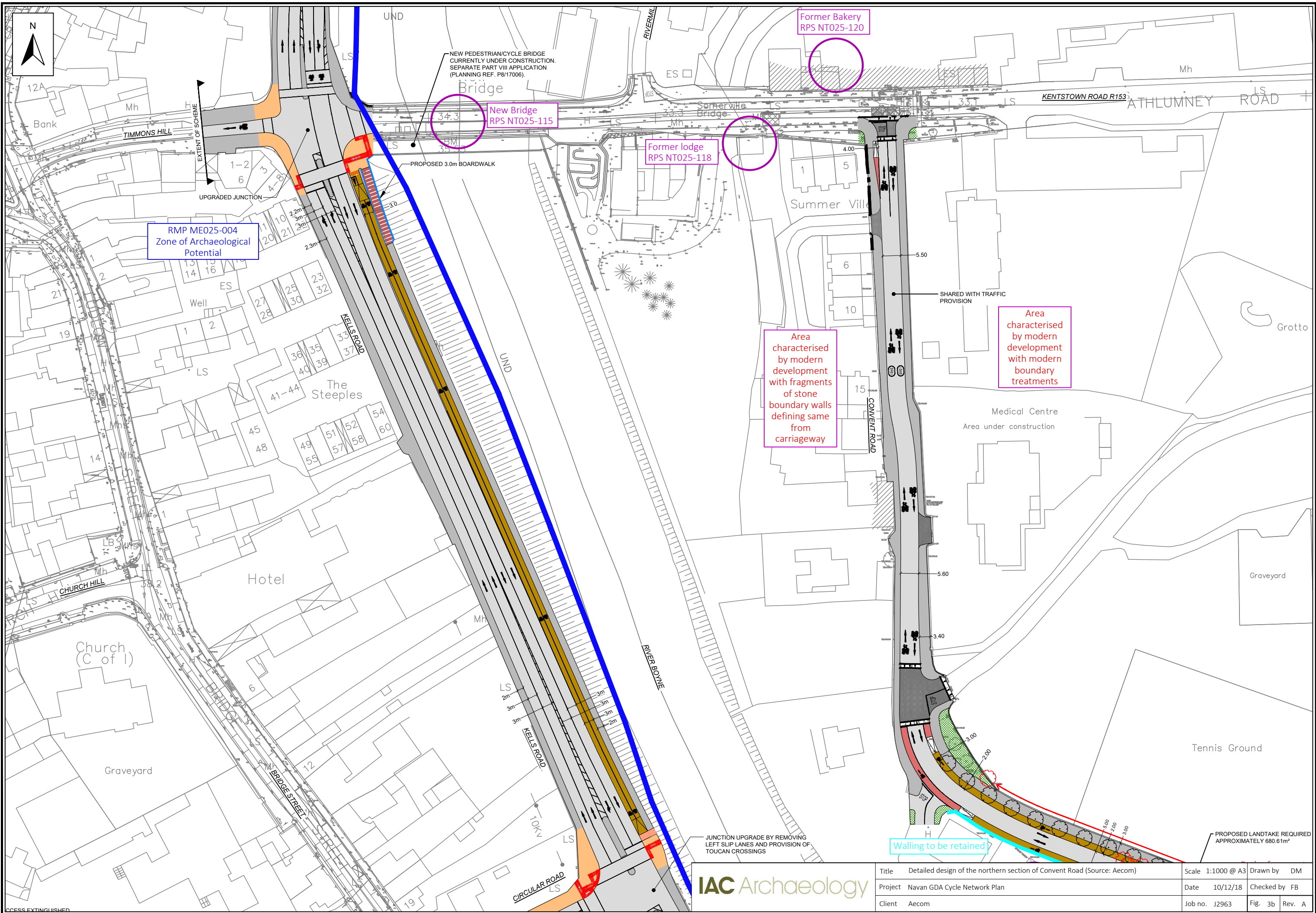
Path of realigned boundary wall (and removed extension)

Station Master's House
RPS NT025-156

20th C wall to be realigned

IAC Archaeology

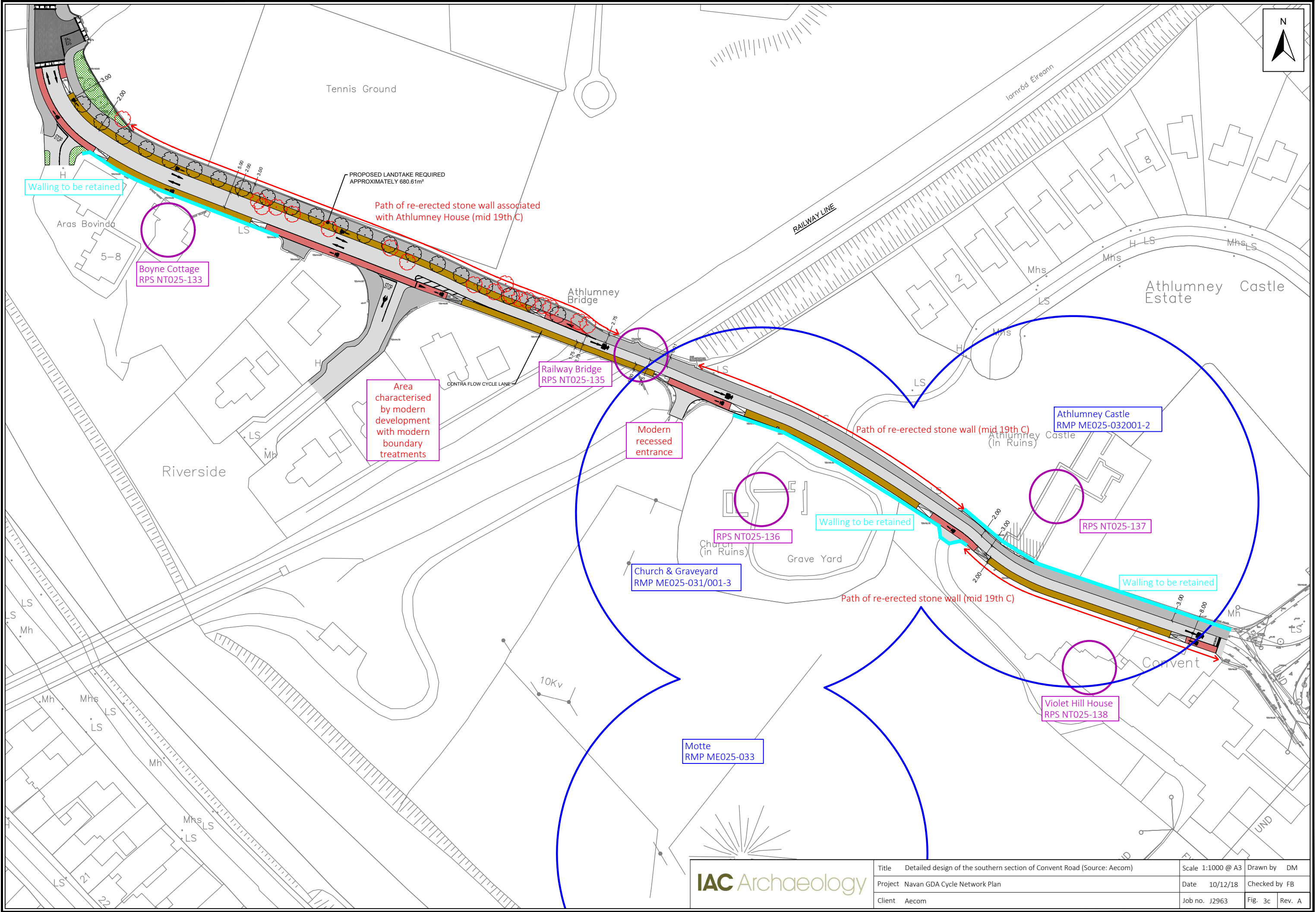
Title	Detailed design of Railway Street (Source: Aecom)	Scale	1:1000 @ A3	Drawn by	DM
Project	Navan GDA Cycle Network Plan	Date	10/12/18	Checked by	FB
Client	Aecom	Job no.	J2963	Fig.	3a
				Rev.	A



IAC Archaeology

Title	Detailed design of the northern section of Convent Road (Source: Aecom)	Scale	1:1000 @ A3	Drawn by	DM
Project	Navan GDA Cycle Network Plan	Date	10/12/18	Checked by	FB
Client	Aecom	Job no.	J2963	Fig.	3b
				Rev.	A

PROPOSED LANDTAKE REQUIRED APPROXIMATELY 680.61m²



IAC Archaeology

Title	Detailed design of the southern section of Convent Road (Source: Aecom)	Scale	1:1000 @ A3	Drawn by	DM
Project	Navan GDA Cycle Network Plan	Date	10/12/18	Checked by	FB
Client	Aecom	Job no.	J2963	Fig.	3c
				Rev.	A

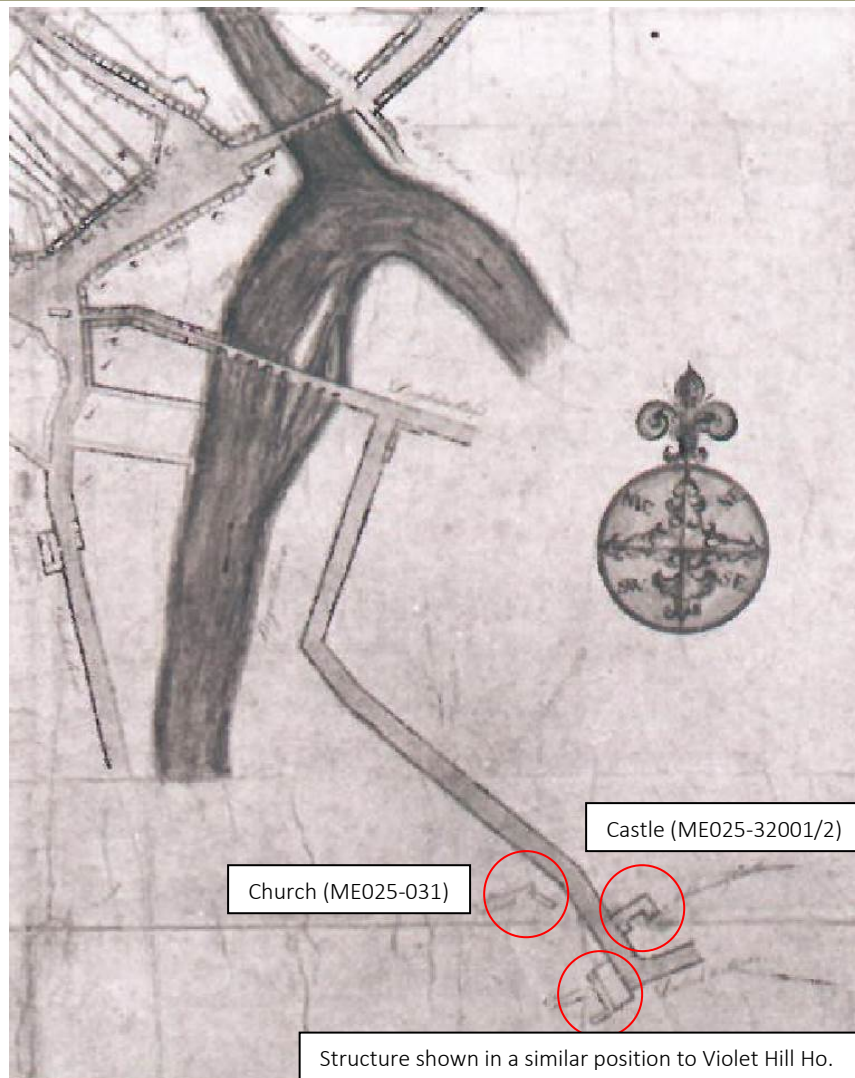


Plate 1: Extract from William's 1756 map, showing Convent Road

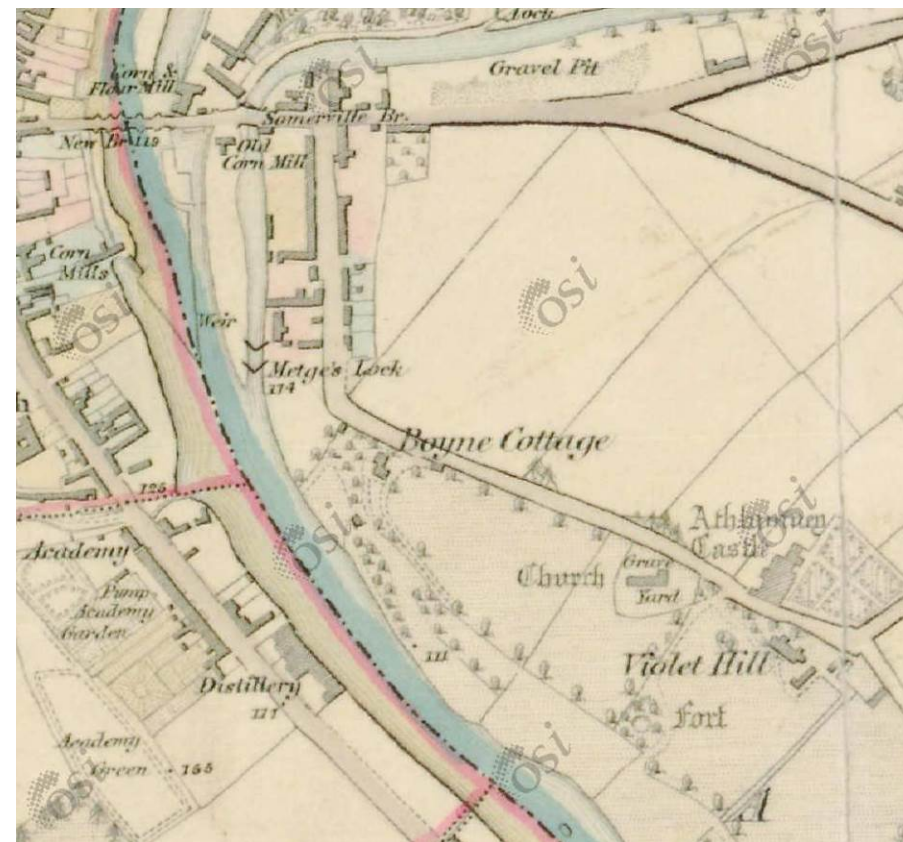


Plate 2: Extract from the first edition OS map (1836), showing the Convent Road area

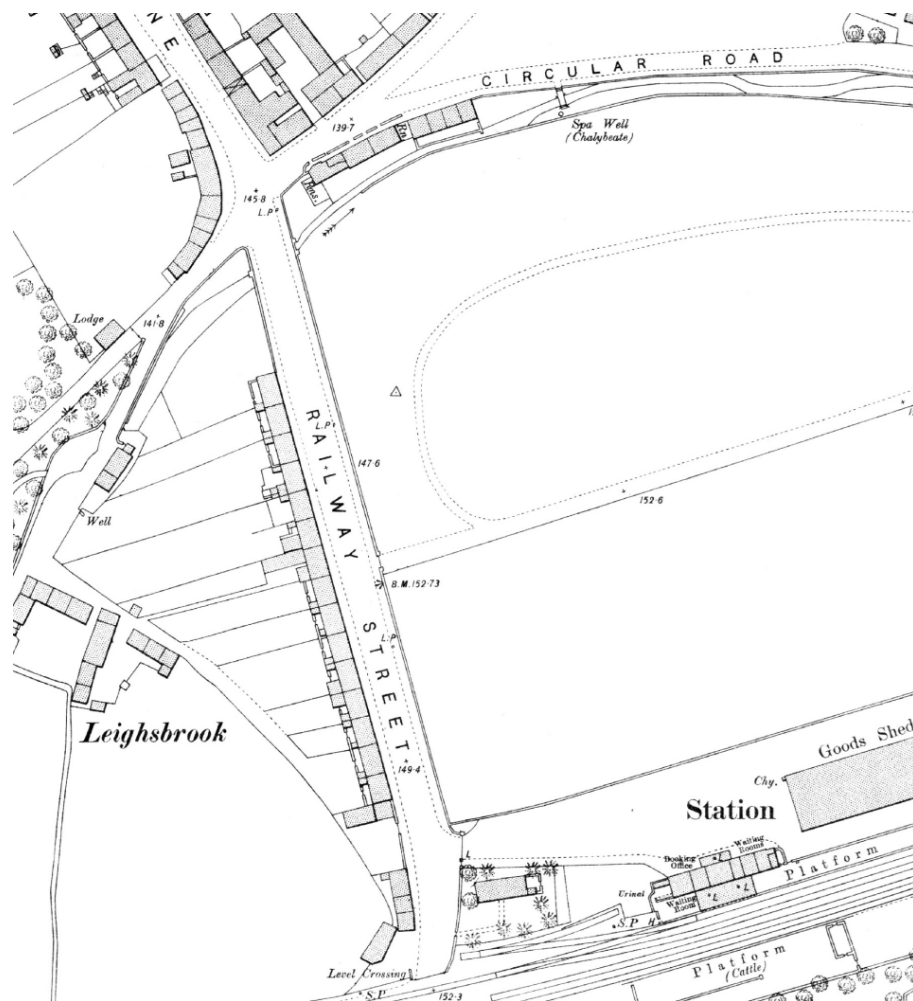


Plate 3: Extract from the 1895 OS map showing the Railway St/ Circular Rd area

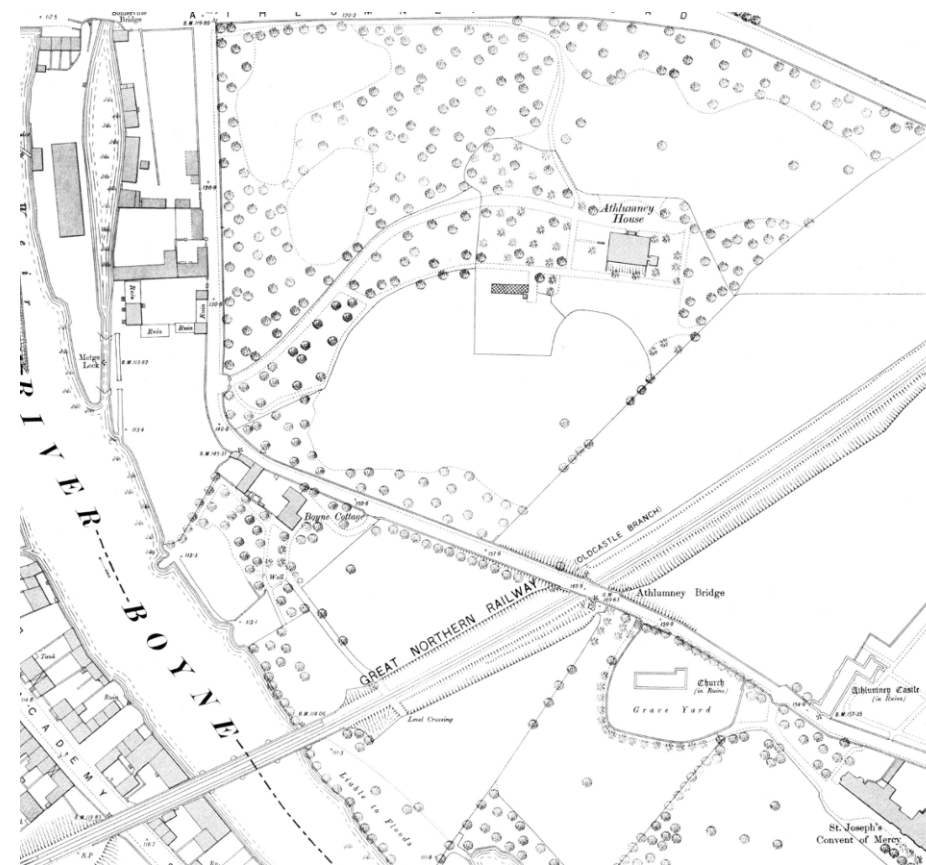


Plate 4: Extract from the 1895 OS map showing the Convent Rd area



Plate 5: Extract from the RMP map showing the proposed scheme



Plate 6: Dressed limestone pillar and wall adjacent to the scheme, facing northeast



Plate 7: Woodland House (RPS NT025-163), facing northeast



Plate 8: Station Master's House (RPS NT025-156), facing northeast



Plate 9: Part of a terrace of late 19th century buildings on Railway Street, facing southwest



Plate 10: County Council building (RPS NT025-155), facing east



Plate 11: Boundary associated with RPS NT025-155, facing east



Plate 12: Entrance associated with RPS NT025-155, facing west-southwest



Plate 13: Wall flanking St Finian's Terrace, facing east



Plate 14: Spa Well, viewed from Circular Road



Plate 15: New Bridge (RPS NT025-115), facing southeast



Plate 16: Northern end of Convent Road, facing north



Plate 17: Boyne Cottage (NT025-133), right of shot and boundary wall, facing southeast



Plate 18: Demesne wall associated with Athlumney House (NT025-131), facing west-northwest



Plate 19: View southeast over railway bridge (RPS NT025-135)



Plate 20: Modern recessed entrance to southwest of railway bridge, facing southwest



Plate 21: Boundary wall that flanks Convent Road, facing east towards Athlumney Castle



Plate 22: Entrance into Athlumney Graveyard and boundary wall, facing west-northwest



Plate 23: Church and graveyard (ME025-031/001), facing northwest



Plate 24: Entrance into the former Violet Hill demesne, facing west

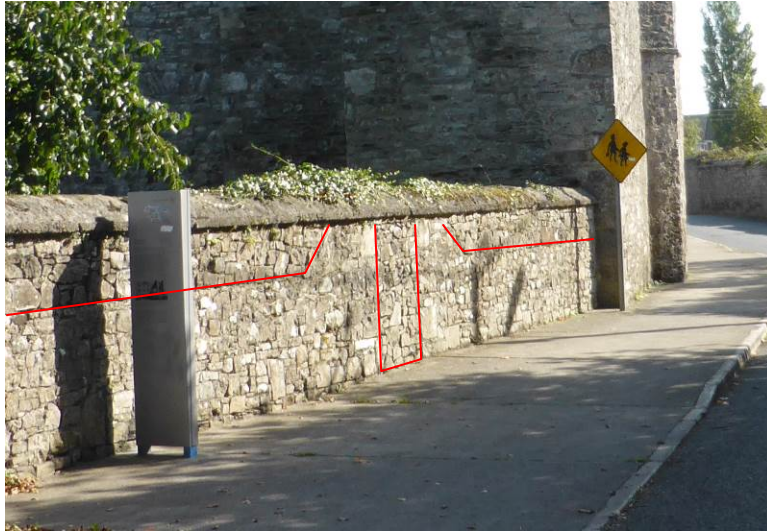


Plate 25: Wall abutting Athlumney Castle, showing former entrance and wall level, facing east



Plate 26: Athlumney Castle (RMP ME025-032001/2/ RPS NT025-137), facing northeast



Plate 27: Wall to the east of the castle, facing north-northwest



Plate 28: Violet Hill demesne wall, facing east-southeast



Plate 29: Violet Hill house (RPS NT025-138) prior to the removal of convent structures, facing south-southwest



Plate 30: Violet Hill house (RPS NT025-138) following removal of convent structures, facing southwest