

Architectural Heritage Impact Assessment

Proposed rock stabilisation works, Coliemore Harbour, Dalkey, County Dublin



Prepared by
John Cronin & Associates
3A Westpoint Trade Centre,
Ballincollig,
County Cork

On behalf of
Arup
50 Ringsend Road
Dublin 4
D04 T6X0

March 2022

Document Control Sheet

Client	Arup				
Project Title	Proposed rock stabilisation works, Coliemore Harbour, Dalkey, County Dublin				
Document Title	Architectural Heritage Impact Assessment				
Document No.					
Document Comprises	DCS	NTS	TOC	Pages	25
	Y	N	Y	Appendices	1

Rev	Status	Author(s)	Reviewed By	Approved By	Office of Origin	Issue Date
01	DRAFT	EH, CM, JC	EH	JC	Cork	23/09/21
02	REVISED	EH, CM, JC	EH	JC	Cork	17/12/21
03	REVISED	EH, CM, JC	EH	JC	Cork	22/12/21
04	FINAL DRAFT	EH, CM, JC	EH	JC	Cork	02/02/22
05	FINAL	EH, CM, JC	EH	JC	Cork	31/03/22

© 2022 Cultural Resource Management and Planning Ltd. "John Cronin & Associates" is a trading name of Cultural Resource Management and Planning Ltd. All Rights Reserved. Cultural Resource Management & Planning Ltd has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy. Cultural Resource Management & Planning Ltd is not responsible for any errors or omissions, or for the results obtained from the use of information outlined in this report. No part of this report may be copied or reproduced, by any means, without the written permission of Cultural Resource Management & Planning Ltd.

Contents

1. <i>Introduction</i>	1
2. <i>Methodology</i>	2
3. <i>Context</i>	3
4. <i>Description of the site</i>	12
5. <i>Assessment of impact</i>	14
6. <i>Conclusions and recommendations</i>	17
7. <i>References/sources</i>	18
<i>Appendix: Photographic record</i>	19

1. Introduction

John Cronin & Associates have been commissioned by Arup to undertake an architectural heritage impact assessment (AHIA) of a proposed rock face stabilisation to be undertaken at Coliemore Harbour, Coliemore Road, Dalkey, County Dublin (for site location, see **Figure 1**). This work is being proposed in view of concerns over the structural stability of a portion of natural bedrock on top of which part of the nineteenth-century masonry harbour walls are constructed. The proposed works consist of three sets of tasks:

- Pointing open joints in masonry retaining wall above rock face of southern side of harbour
- Compensation grouting voids behind masonry retaining wall and bedrock from above
- Installing tie-back rock anchors to pin back the rock mass for duration of design life



Figure 1: Site Location

As the works are being undertaken on a protected structure included on Dún Laoghaire-Rathdown County Council's Record of Protected Structures, the impact of the proposed works on the historic fabric and character of the harbour structure have been fully assessed in the preceding document. Research for this assessment was undertaken by Ms Caroline McGrath and the proposed works have been assessed by experienced building conservation specialists (Mr Eamonn Hunter and Mr John Cronin) with regard to the potential material and visual impacts of the proposed works on the protected coastal feature.

2. Methodology

This report is based on a programme of desktop research, site inspection and desk-based assessment.

Desktop study

The following sources were consulted as part of the desktop study:

- *Cartographic Sources* - The detail on cartographic sources can indicate past settlement and land use patterns in recent centuries and can also highlight the impact of modern developments and agricultural practices. This information can aid in the identification of the location and extent of unrecorded, or partially levelled, features of archaeological or architectural heritage interest. The cartographic sources examined for the study areas include the 1st edition of the 6-inch Ordnance Survey (OS) maps (surveyed and published in the 1830s-40s) and the 25-inch OS maps (surveyed and published 1887-1913).
- *Aerial photography* - In parallel with the cartographic study, a review of publicly-accessible aerial photographic sources from the Ordnance Survey Ireland (OSI) and Google Earth was undertaken.
- *Development Plans* - The local authority development plans relevant to the study area was consulted as part of this assessment. These plans outline the local authorities' policies for the conservation of the archaeological and architectural heritage resource and include the Record of Protected Structures (RPS) and any designated Architectural Conservation Areas (ACAs). The relevant development plan for the area is the *Dún Laoghaire-Rathdown County Development Plan 2016-2022*. The *Dún Laoghaire-Rathdown Draft County Development Plan 2022-2028* was also consulted during the compilation of this assessment.
- *Irish Heritage Council: Heritage Map Viewer* - This online mapping source collates various cultural heritage datasets and includes extracts from the National Museum of Ireland's records of artefact discovery locations as well as datasets provided by, among others, the National Monuments Service, local authorities, the Royal Academy of Ireland and the Office of Public Works. Current data was accessed via www.heritagemaps.ie

Field survey

The site was inspected on the thirteenth of August 2021. Weather conditions were dry and bright at the time of the survey which allowed for good visibility. No difficulties were encountered during topographical survey. The results of the site inspection are detailed in **Section 4** and a photographic record is presented in an **Appendix** at the end of the present document.

3. Context

Location

The proposed development site is located at Coliemore Harbour, Dalkey, Co. Dublin, in the townland of Dalkey Commons (**Figure 2**). The underlying bedrock is granite of the Caledonian system, Type IIp of the Northern and Upper Liffey Valley plutons.

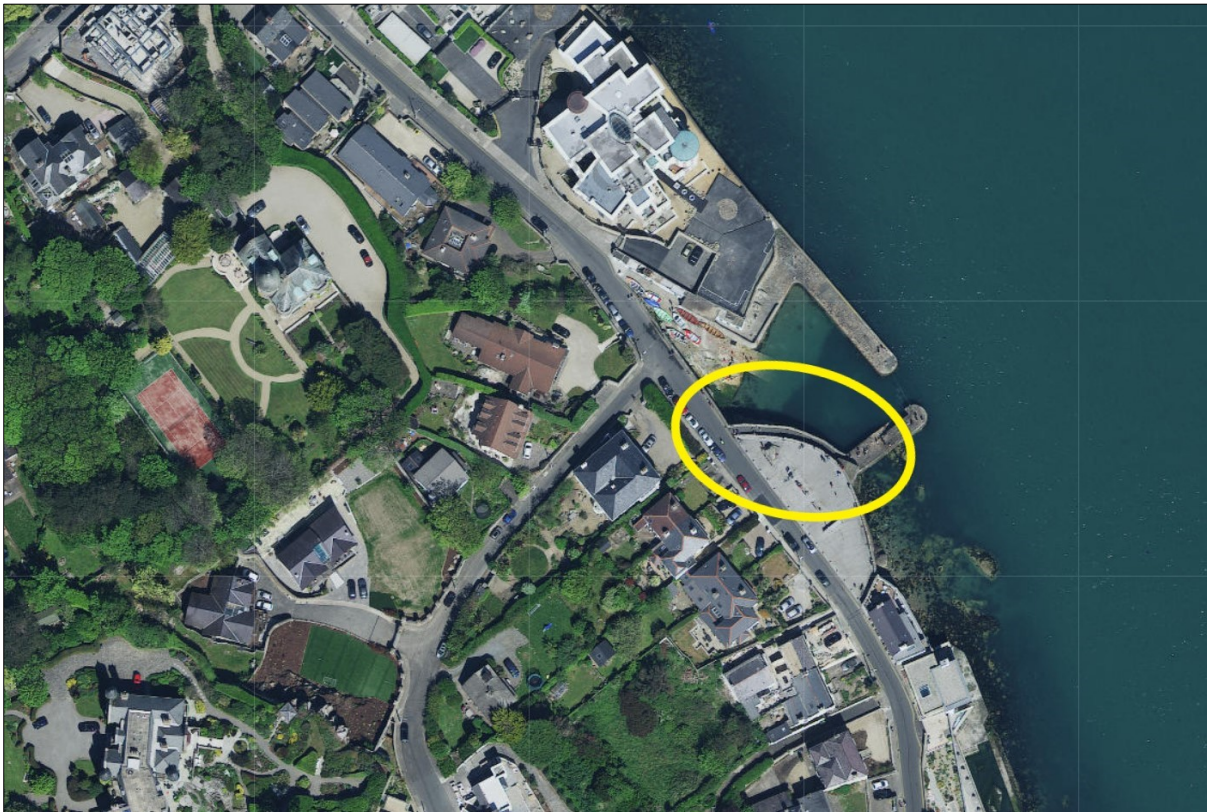


Figure 2: Location of proposed works circled in yellow on the east, coast-side of Coliemore Road in Dalkey

Legal & Policy Framework

The management and protection of cultural heritage in Ireland is achieved through a framework of national laws and policies which are in accordance with the provisions of the Valetta Treaty (1995) (formally the *European Convention on the Protection of the Archaeological Heritage*, 1992) ratified by Ireland in 1997; the *European Convention on the Protection of Architectural Heritage* (Granada Convention, 1985), ratified by Ireland in 1997; and the *UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage*, 2003, ratified by Ireland in 2015. The locations of World Heritage Sites (Ireland) and the Tentative List of World Heritage Sites submitted by the Irish State to UNESCO were reviewed and none are located within the region of the country containing the study area.

The national legal statutes and guidelines relevant to this assessment include:

- National Monuments Act (1930) (and amendments in 1954, 1987, 1994 and 2004);
- Heritage Act (1995);
- National Cultural Institutions Act (1997);

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act (1999);
- Planning and Development Act (2000);
- *Architectural Heritage Protection: Guidelines for Planning Authorities*, Department of Arts, Heritage, and the Gaeltacht (2011); and
- *Framework and Principles for the Protection of the Archaeological Heritage*, Department of Arts, Heritage, Gaeltacht and the Islands, 1999.

Archaeological Heritage

The administration of national policy in relation to archaeological heritage management is the responsibility of the National Monuments Service (NMS) which is currently based in the Department of Culture, Heritage and the Gaeltacht. The National Monuments Act of 1930, and its Amendments, are the primary means of ensuring the satisfactory protection of the archaeological resource. They include a number of provisions that are applied to secure the protection of archaeological monuments. These include the designations of nationally significant sites as National Monuments, the Register of Historic Monuments (RHM), the Record of Monuments and Places (RMP), the Sites and Monuments Record (SMR), and the placing of Preservation Orders and Temporary Preservation Orders on endangered sites.

Section 2 of the National Monuments Act, 1930 defines a National Monument as ‘*a monument or the remains of a monument, the preservation of which is a matter of national importance*’. The State may acquire or assume guardianship of examples through agreement with landowners or under compulsory orders. Archaeological sites within the ownership of local authorities are also deemed to be National Monuments. There are **no** National Monuments located within the study area. The nearest National Monuments to the subject site are the pre-Norman church on Dalkey Island (RMP No. DU023-029003-; Nat. Mon. No. 33) (c.0.6km to the southeast), and Archibold’s Castle (RMP No. DU023-023014-; Nat. Mon. No. 444), (c.1km to the northwest) as part of the historic town of Dalkey.

The National Monuments (Amendment) Act, 1994 made provision for the establishment of the RMP, which comprises the known archaeological sites within the State. The RMP, which is based on the earlier Register of Historic Monuments (RHM) and Sites and Monuments Record (SMR), provides county-based lists of all recorded archaeological sites with accompanying maps. All RMP sites receive statutory protection under the National Monuments Act 1994 and the NMS must be given two months’ notice in advance of any work proposed at their locations. There are **no recorded archaeological sites** (as recorded by the *Archaeological Survey of Ireland*) on the footprint of the proposed development. **There are 31 recorded archaeological sites within 1km of the site boundary.**

(It is noted that the current county development plan states that the harbour is listed on the Record of Monuments and Places (RMP) within, it is in fact not on the RMP and nor is it due for inclusion in the next revision of the RMP. The harbour was accorded a Sites and Monuments Record (SMR) number, but it was not included in the RMP and is classed as a “redundant record” by the National Monuments Service (NMS). The majority of “redundant records” relate to obsolete terms, records or features that are not monuments. The records are subject to revision and the NMS data is updated daily.)

Architectural Heritage

Protection of the architectural/built heritage resource is provided through a range of legal and policy instruments. The Heritage Act, (1995) protects all heritage buildings owned by a local authority from damage and destruction. The Architectural Heritage Act, 1999, requires the Minister to establish a survey to identify; record and evaluate the architectural heritage of the country. The function of the National Inventory of Architectural Heritage (“NIAH”) is to record built heritage structures within the Republic of Ireland and to advise local authorities in relation to structures of interest within their areas. There are **no NIAH structures** on or adjacent to the subject site.

The Local Government (Planning and Development) Act, 2000, requires all Planning Authorities to keep a “Record of Protected Structures” (“RPS”) of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. As of the 1st January 2000, all structures listed for protection in current Development Plans, have become ‘protected structures’. Since the introduction of this legislation, planning permission is required for any works to a protected structure that would affect its character. Coliemore Harbour (RPS No. 1898) is included on the Record of Protected Structures (see **Figure 3** below). *Note the reference to the RMP on the CDP map below is erroneous, as explained above.*



Figure 3: Coliemore Harbour is outside Dalkey Architectural Conservation Area (shaded with vertical broken green lines to north-west of harbour) but is on the RPS (shaded orange).
(from Dun Laoghaire Rathdown County Development Plan 2016-2022)

Archaeological and historical context

There are **no recorded monuments** (as recorded by the *Archaeological Survey of Ireland*) on or adjacent to the proposed development site. There are **sites** within a 1km radius of the site which are listed in **Table 1** and mapped in **Figure 4** below.

Table 1: Recorded archaeological sites (as recorded by the ASI) within 1km of proposed development areas

SMR No.	Class	Townland	ITM (E, N)	Distance
DU023-023----	Historic town	Dalkey	726373, 726988	c.810m to NW
DU023-023001-	Castle - unclassified	Dalkey	726253, 727019	c.930m to NW
DU023-023002-	Church	Dalkey	726320, 726979	c.850m to NW
DU023-023003-	Graveslab	Dalkey	726318, 726977	c.850m to NW
DU023-023005-	Cross	Dalkey	726318, 726976	c.850m to NW
DU023-023007-	Cross	Dalkey	726314, 726976	c.860m to NW
DU023-023008-	Cross-slab	Dalkey	726325, 726976	c.850m to NW
DU023-023010-	Castle - tower house	Dalkey	726343, 726961	c.830m to NW
DU023-023011-	Castle - unclassified	Dalkey	726346, 726979	c.830m to NW
DU023-023012-	Castle - unclassified	Dalkey	726459, 726904	c.700m to NW
DU023-023013-	Ritual site - holy well	Dalkey	726456, 726851	c.685m to NW
DU023-023014-	Castle - tower house	Dalkey	726281, 726961	c.880m to NW
DU023-023015-	Cross-inscribed stone	Dalkey	726280, 726962	c.880m to NW
DU023-023016-	Town defences	Dalkey	726366, 726944	c.795m to NW
DU023-023020-	Graveyard	Dalkey	726320, 726979	c.850m to NW
DU023-023021-	Graveslab	Dalkey	726314, 726998	c.870m to NW
DU023-023022-	Graveslab (present location)	Dalkey	726320, 726979	c.850m to NW
DU023-024----	Well	Dalkey Commons	726819, 727031	c.470m to NW
DU023-029001-	Promontory fort - coastal	Dalkey Island	727624, 726494	c.535 to SE
DU023-029002-	Midden	Dalkey Island	727614, 726512	c.520m to SE
DU023-029003-	Church	Dalkey Island	727683, 726415	c.620m to SE
DU023-029004-	Ritual site - holy well	Dalkey Island	727613, 726407	c.560m to SE
DU023-029005-	Cross-inscribed stone	Dalkey Island	727673, 726421	c.605m to SE
DU023-029006-	Burial ground	Dalkey Island	727682, 726429	c.610m to SE
DU023-029007-	Field system	Dalkey Island	727685, 726416	c.620m to SE
DU023-029009-	Martello tower	Dalkey Island	727711, 726300	c.705m to SE
DU023-029011-	Battery	Dalkey Island	727832, 726185	c.865 to SE
DU023-029012-	Cross-inscribed stone	Dalkey Island	727673, 726421	c.605m to SE
DU023-039----	Linear earthwork	Dalkey	726332, 726677	c.785m to W
DU023-064001-	Habitation site	Dalkey	726205, 726972	c.960m to NW
DU023-064002-	Building	Dalkey	726211, 726976	c.960m to NW



Figure 4: Recorded archaeological sites (as recorded by the ASI) within 1km of the proposed development area

A pre-Norman church (DU023-029003-) is located on Dalkey Island. It is believed to be an early Christian hermitage site, dedicated to the 7th century St. Begnet. Begnet is thought to have been a member of Dál Messin Corb, a ruling family in Leinster (Corlett 1999, 124). Begnet's feast day was still celebrated in Dalkey in 1482, when a three-day festival was held in her honour (Booker 2018, 138). This church was bounded by a complex of dry-stone walls and banks (DU023-029007-) which would later serve as boundary to pre-13th-century cultivation (Liversage op. cit., 191-2). A burial ground (DU023-029006-), two cross-inscribed stones (DU023-029005-) and (DU023-029012-) and a holy well (DU023-029004-) appear to be associated with this early Christian settlement.

Another holy well (DU023-023013-), also associated with St. Begnet is located to the southeast of Castle Street. A 10th century church (DU023-023002-), dedicated to Begnet, with graveyard (DU023-023020-), crosses (DU023-023003-), (DU023-023007-), cross-slabs (DU023-023008-) and (DU023-023015-), graveslabs (DU023-023021-), (DU023-023022-) and (DU023-023003). The arrival and conquest of large parts of Ireland by the Anglo-Normans in the late 12th century broadly marks the advent of the Irish late medieval period, which continued up until the beginning of the post-medieval period in *circa* 1550. Within the late medieval period, towns, markets, and fairs were established and change and reform was attempted in the Irish church. By the 15th century the native Irish chieftains and lords began to establish tower houses and smaller castles as centres of territorial control. During the later medieval period, Gaelic rulers of the area had lost control of the territory to Anglo-Norman lords.

The town of Dalkey (DU023-023----) was given borough status in the mid-13th-century (Mc Neill 1950, 113). At the time, it was part of the Archbishop of Dublin's manor of Shankill. The town's defences (DU023-023016-) were established by a series of banks and escarpments that on the south, west and eastern side of the town. These included a bank discovered during excavations in Castle Street in 1996 (96E0297). In 1482, The bailiff of Dalkey was granted the right levy customs on all goods and merchandise coming into Dalkey and to use the money for murgage and pavage,

which included the improvement of town defences (ibid., 247). In the 14th and 15th centuries, a weekly market and fair were held in the town (McNeill op. cit., 247).

Dalkey's port was in use as early as 1244 (Sweetman 1875, 398) and it is believed that the silting of the Liffey estuary in the 14th century led to the rise of Dalkey's port due to its sheltered nature (Corlett 2006). In 1358, merchants petitioned the Crown to use the deep waters at Dalkey to unload goods bound for Dublin. 'All such vessels... have to anchor at the Port of Dalkey – a town of the Archbishop of Dublin within six leagues from Dublin and beyond the harbour and liberties of that city – as there is no other place in the neighbouring part into which great ships with cargoes can enter for safety during tempests' (Corry 1970, 141).

The port became a place of disembarkation for viceroys and invading armies as well as merchants. In 1386, Lord Deputy Philip de Courtenay landed there, Sir John Stanley the following year (Duffey 1862, 475). In 1414, the new Viceroy Sir John Talbot landed there with a small army, and in 1585, Lord Deputy Sir Thomas Radcliffe disembarked and continued into Dublin (Corry op. cit., 141).

Urban development in the Anglo-Norman period is marked by the appearance of burgage plots – plots of land which were rented to a settler or burgess, who was also granted certain rights and privileges regarding taxation, government, marriage and legal status.¹ In 1326, there were 39 in the town of Dalkey (McNeill op. cit., 195). A habitation site in Castle Street (DU023-064001-), excavated in 2003 (02E1871), revealed evidence of a burgage plot and mid-12th- to late 14th-century artefactual remains.

The post-medieval period (AD 1550+) saw the development of high and low status stone houses throughout the Irish country. During this period any given settlement cluster is likely to have consisted primarily of single-storey thatched cottages with associated farm buildings while two-storey farmhouses became more common in the 19th century. An excavation in Castle Street (02E1871) in 2002 uncovered the remains of a 17th century house (DU023-064002-). Dalkey was the site of several fortified townhouses (Corlett op. cit., 76), including Wolverston Castle (DU023-023001-), Goat's Castle (DU023-023010-), Black Castle (DU023-023011-), Castle House (DU023-023012-), Archibold's Castle (DU023-023014-).

Dalkey Island is the site of a Martello tower (DU023-029009-) and associated battery (DU023-029011-). These fortifications were built between 1804 and 1815 as a response to renewed hostilities between Britain and France (O'Sullivan and Downey 2012, 46). Such structures were often accompanied by batteries or gun placements. The garrison intended for this type of fortification was an officer and up to 30 or 40 men (ibid., 47).

It appears that Coliemore Harbour remained as little more than a natural cove until the mid-nineteenth-century although there are records of estimates prepared for works to the harbour by military engineer and architect Thomas Burgh in 1701. The two fishing piers still extant on the site were under construction in 1868 to designs by the Chief Engineer of the Dublin Port and Docks Board Bindon Blood Stoney and their construction involved the some of the earliest recorded use of large cast concrete blocks to the base of the dressed stone piers (Wouters 2018).

¹ <https://www.ria.ie/michael-potterton-anglo-norman-town>



Figure 5: First edition Ordnance Survey surveyed in 1836 and published in 1843. Feint lines appear on historic map on same footprint of later masonry piers suggesting that at least planning (if not initial construction) for these structures to upgrade the harbour had commenced at this time.

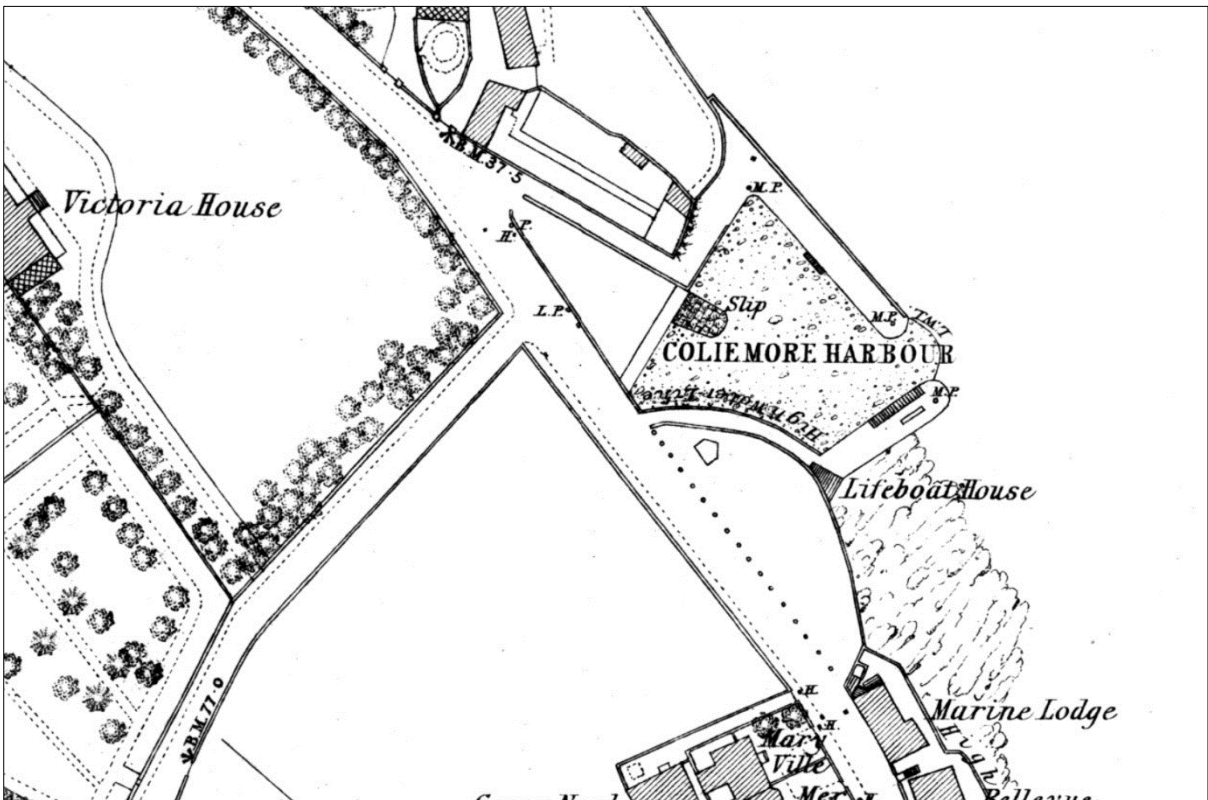


Figure 6: 5:1 statute mile Ordnance Survey map of 1888 showing complete harbour structure in place



Figure 7: Historic 25" Ordnance Survey of Coliemore Harbour from 1907 and published in 1911. Existing structures were all constructed by this time.



Figure 8: Photograph from 1987 looking south-east along slip towards Dalkey Island showing subject rock face to right side of photograph²

² <https://repository.dri.ie/catalog/zp398x56q>

Placenames

The town takes its name from the Irish *Deilginis* 'thorn island', first mentioned in 730AD in the Annals of Clonmacnoise. The Vikings, who had a settlement in the area, altered the name to *Dalk eyja*, from which was derived the modern name, first mentioned in Alen's Register in 1190.

Coliemore Harbour appears to take its name from the Irish *An Caladh Mór* 'The Big Harbour/Landing Place', though another translation *An Choill Mhór* 'The Big Wood' has also been suggested.

4. Description of the site

The proposed development site (see **Figure 8**) was inspected in August 2021. Weather conditions at the time of inspection were dry and bright and this provided excellent landscape visibility. The subject site consists of a 13th century port with 19th century rubble granite harbour walls built on top of natural bedrock. There is a slipway on the sheltered north-west corner of the harbour with ramped access from Coliemoire Road above. The slip is enclosed by retaining walls of rubble granite masonry (see **Plate 2** within **Appendix: Photographic record**) supporting Coliemoire Road to the south-west and ramped access to the north pier of the harbour to the north-east (see **Appendix: Plate 3**). The south fishing pier which encloses the harbour is accessed via a ramped walkway from Coliemoire Road which is supported on a rubble masonry granite retaining wall built directly on the projecting bed-rock which forms the southern wall of the enclosed harbour (see **Appendix: Plate 4**). At the level of the south pier, there is a former lifeboat house partially built into the round-fronted paved area on the north-east side of Coliemoire Road which overlooks the harbour and the sea to the north and east respectively.

The harbour is the launching point for small fishing boats as well as ferry boats to Dalkey Island. The semi-circular paved area enclosed by a rubble granite parapet wall south-east of the harbour provides commanding views towards Dalkey Island to the southeast as well as along the coast to north and south. A row of granite bollards separates the paved area which overlooks the harbour to the north from the traffic on Coliemoire Road and these date to the mid nineteenth-century. Two of these bollards will be temporarily moved during works.



Figure 9: Photograph of collapsed portion of rock forming south wall of Coliemoire Harbour in August 2020³

³ <https://www.dublinlive.ie/news/dalkey-harbour-island-ferry-closed-18769127>

Since their construction, the rubble granite walls of the harbour and associated fishing piers have been subject to phases of repair, repointing and introduction or reconstruction of parapet walls; see a change in masonry (**Appendix: Plate 4**) indicating the later addition of a northern parapet wall to the ramped walkway leading to the south pier. The south wall of the harbour beneath this parapet consists of granite masonry, composed of larger stones, built on the natural rock face of the inlet that the harbour was constructed around. Collapse of a portion of the natural bedrock from this area in August 2020 (see **Figure 9** above) has led to the current proposed works to stabilise and consolidate the constructed masonry retaining wall beneath the existing ramped walkway and beneath this, the natural rock portion of the south harbour wall.

5. Assessment of impact

Coliemore Harbour is included on the Record of Protected Structures for Dún Laoghaire-Rathdown County Council (RPS No. 1898). The subject site consists of a port dating to the thirteenth-century with nineteenth-century cut granite harbour walls built above natural bedrock, a slipway and two enclosing cut granite fishing piers creating a narrow opening to the southeast.



Figure 10: Elevation of existing rock-face supporting ramped walkway between Coliemore Road and south pier of harbour

The proposed work will consist of:

- Pointing as appropriate, of open joints in the masonry retaining structure below the existing ramped walkway down to the former lifeboat house which formed part of the 1868-built harbour structure. This will be carried out using an appropriate fast-setting natural hydraulic lime and ‘Prompt’ mix to seal the front of joints prior to grouting.
- Compensation grouting of existing voids behind the retaining masonry wall beneath the existing walkway and within the rock mass below using a grout mix, with sand filler for larger voids, in a plan to bind the southern side of the harbour together. This operation will be carried out in two stages with two rows of holes to be pumped full of grout drilled to a maximum depth of 2m at 2m spacing across the rock face, followed by another series of similar holes for grout drilled to a maximum depth of 6m at 1m spacing.
- The rock face will finally be drilled with 85-110mm diameter piles into which steel rock anchors will be bedded in a grout mix of natural hydraulic lime mortar, ‘prompt’ or grouting resin to pin back the rock mass for the duration of the works design life. The rock anchors will be cast into the core drilled in the rock and a circular headplate including a metal ring feature will be fitted in place of the normal projecting concrete headblock. The headplates will fit into the uniformly-positioned, oversized recess cored over the rock anchor so that the ring detail will be the only element projecting beyond the natural rock face.

Rock Bolt Option 5

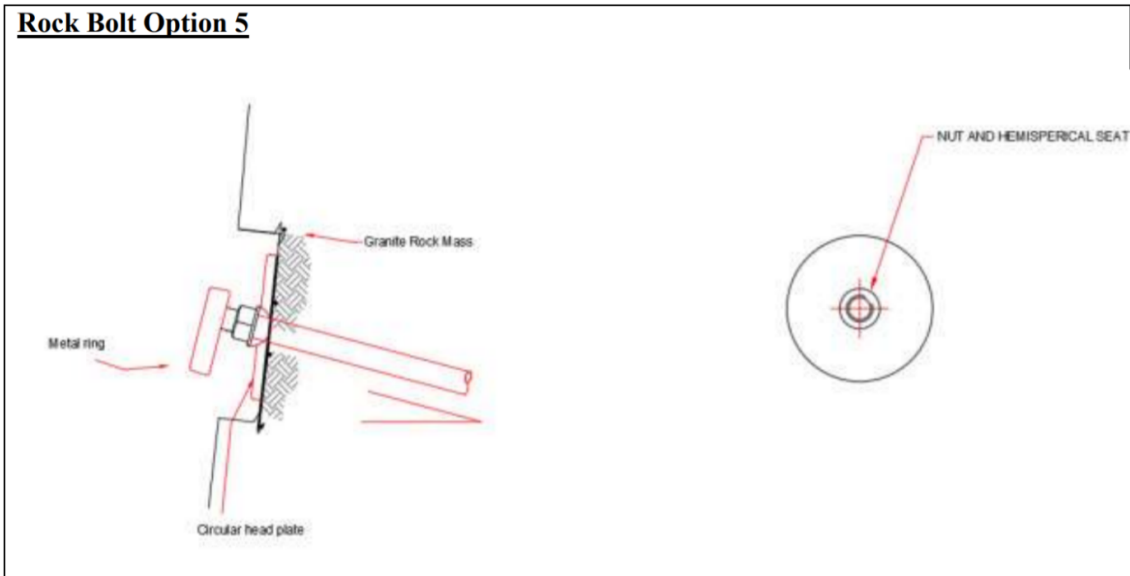


Figure 11: Detail of proposed rock anchor head – ring proposed to be coloured grey-olive (RAL6006), a colour used in other harbour-side works in the recent past and which has been favourably received. It is recommended that the lower edge of oversized recesses beneath the circular head-plate are sloped-off to avoid water lodging here and causing deterioration of rock face over time



Figure 12: Example of existing metal rings proposed to be fixed to recessed headplates of rock anchors.

The appropriately-finished rings to be fixed to the rock anchor heads on the surface of the natural granite will have a very minor effect on the overall visual amenity of the harbour; the nineteenth-century form and masonry finish of which will be unchanged by the proposals. The proposed

works will result in removal of existing light vegetation, pointing and guniting of natural cracks and fissures in the rock face. This will temporarily alter the appearance of the rock surface until natural weathering processes and recolonisation by maritime flora help to blend interventions into the surrounding rock face. The proposed works will not alter the existing profile of the natural rock face and will not impact on the associated harbour structure above in any way.

The proposal to repurpose the heads of rock anchors to hold appropriate-coloured steel rings, as outlined above, will be the only legible element of the significant consolidation and stabilisation works at Coliemore Harbour. It is considered that the minor visual intrusion to the existing natural rock surface of the head plates and rings will be mitigated by the easy access that will be provided for ongoing monitoring and adjustment of the rock anchors as well as avoiding the potential low durability of stone slips glued in place over the recessed head plates as a possible means of reducing visual impact.

These works to protect the natural rock surface have been deemed necessary by structural engineers, in order to secure the bearing of the masonry walls above which hold the ramped walkway to the former lifeboat house and also to retain the ground which the open paved area and the adjacent Coliemore Road are situated on.

6. Conclusions and recommendations

Conclusions

This assessment has been compiled in order to examine the potential impacts which the proposed rock face stabilisation to be undertaken at Coliemore Harbour, Coliemore Road, Dalkey, Co. Dublin. There are no recorded monuments (as recorded by the Archaeological Survey of Ireland) on the footprint of the proposed development. There are, however, 31 recorded archaeological sites within 1km of the site boundary but no impact is envisaged on any aspect of archaeological heritage in the vicinity as a result of the proposed works.

The proposed development, which has been specified to stabilise and safeguard the historic masonry structure and public areas above the natural rock mass in question, will have **no material impact** on Coliemore Harbour (**RPS No. 1898**) and will not negatively impact its “special character and appearance” as defined by the *Dún Laoghaire-Rathdown County Development Plan 2010-2016*. There will be a minimal potential visual impact on the natural rock face on which the protected structure was built as a result of the planned essential rock stabilisation works but this will be mitigated where possible, as outlined in section 5 above.

Recommendations

It is recommended that while the current proposed works present no potential risk to any elements of the archaeological resource on or near Coliemore Harbour, any future groundworks undertaken in the vicinity of the harbour be subject to **an archaeological watching brief**.

No significant building conservation issues were observed on the wider nineteenth-century harbour structure as part of the cursory inspection carried out for the present document. While there is no current or short-term urgency to undertake pointing works on any element of the masonry structures that make up the harbour, any future works in this regard should take place in accordance with a conservation methodology agreed between a masonry contractor and a suitably-experienced conservation consultant. Any such methodology would specify the use of an appropriate lime mortar for pointing works and would also need to address the need for adequate drainage of all ground surfaces above the masonry retaining walls of the road, ramped walkway and paved area south-east of the harbour to prevent excessive leaching of stormwater into the ground behind walls potentially leading to a build-up of pressure behind the masonry or wash-out of fines and core material behind the retaining masonry surface.

7. References/sources

Published works

- Booker, S. 2018 *Cultural Exchange and Identity in Late Medieval Ireland: The English and Irish of the Four Obedient Shires*, Cambridge: Cambridge University Press
- Corlett, C. 1999 *Antiquities of Old Rathdown*, Dublin: Wordwell
- Corlett, C. 2006 Heritage Guide No. 33: Medieval Dalkey in the 1760s, *Archaeology Ireland Heritage Guide No. 33: Medieval Dalkey in the 1760s* (March 2006)
- Corry, G. 1970 The Dublin Bar: The Obstacle to the Improvement of the Port of Dublin, *Dublin Historical Record* Vol. 23, No. 4 (Jul., 1970), pp. 137-152
- Dowd, M. and Carden, R. 2016 First evidence of a Late Upper Palaeolithic human presence in Ireland. *Quaternary Science Reviews* 139, 158–63
- Duffy, J. 1862 *The Illustrated Dublin Journal: A Miscellany of Amusement and Popular Information*, Dublin: James Duffy
- Leon, B. C. 2005 Mesolithic and Neolithic Activity on Dalkey Island—A Reassessment, *The Journal of Irish Archaeology*, Vol. 14 (2005), pp. 1-21
- Liverage, G. D. 1968 Excavations at Dalkey Island, Co. Dublin, 1956-1959, *Proceedings of the Royal Irish Academy* 66C, pp. 55-233
- McNeill, C. (ed.) 1950 *Calendar of Archbishop Alen's Register c. 1172-1534*, Dublin: Royal Society of Antiquaries
- O'Sullivan, M. & Downey, L. 2012 Martello and Signal Towers, *Archaeology Ireland* Vol. 26, No. 2, Summer 2012, pp. 46-49
- Shotton, E. 2015 'Minor Harbours of the East Coast of Ireland', Conference Paper, Digital Heritage, Granada, Spain, October 2015
- Stout, M. 1997 *The Irish Ringfort*, Dublin: Four Courts Press
- Sweetman, H. S. S. 1875 *Calendar of Documents, Relating to Ireland: Preserved in Her Majesty's Public Record Office ... 1171-[1307]*, Vol. 1, Great Britain: Public Record Office
- Wouters, I. 2018 *Building Knowledge, Constructing Histories. Volume 2*. London, Taylor and Francis Group

Internet resources

- Database of Irish Archaeological Excavations <http://www.excavations.ie/>
- Department of Culture, Heritage and the Gaeltacht's Historic Environment Viewer <http://webgis.archaeology.ie/historicenvironment/>
- Geohive Mapviewer Resource <http://www.geohive.ie/>
- Google Earth Pro <https://www.google.com/earth/versions>
- Heritage Map Viewer - various interactive heritage maps <https://heritagemaps.ie/WebApps/HeritageMaps/index.html>
- Irish heritage website <https://heritageireland.ie/>
- Dún Laoghaire-Rathdown County Development Plan 2016-2022 <https://www.dlrcoco.ie/en/county-development-plan/county-development-plan-2016-2022>
- Teagasc Soil Map <https://gis.teagasc.ie/soils/map.php>

Appendix: Photographic record



Plate 1: View from Coliemore Road south-east along slip towards Dalkey Island. Area of rock subject to proposed works is to right of line of red bouys.



Plate 2: View centred on boat slip from south pier with area of natural rock where works are proposed beneath masonry retaining wall of ramped walkway to left of photograph



Plate 3: View of north pier of Coliemore Harbour, facing northeast towards Howth Head



Plate 4: North elevation of rock face to be consolidated as part of proposed works. Rock forms base for masonry retaining wall holding ramped walkway down to former lifeboat house from Coliemore Road. Parapet masonry built with smaller stone and bedded parallel with surface of ramped walkway visible above retaining stonework built directly on natural rock mass.



Plate 5: Area of collapsed rock beneath masonry of ramped walkway retaining wall



Plate 6: View north over parapet wall to edge of paved area between Coliemore Road and Harbour. Steel hand-rail installed to ramped walkway here in Summer 2021.



Plate 7: View of slipway facing northwest