

**ARCHAEOLOGICAL AND BUILT HERITAGE
ASSESSMENT
OF THE PROPOSED
BOYNE GREENWAY: DROGHEDA TO
MORNINGTON,
COUNTIES MEATH & LOUTH**

ON BEHALF OF: MEATH COUNTY COUNCIL

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ABSTRACT

Irish Archaeological Consultancy Ltd has prepared this report on behalf of Meath County Council, to study the impact, if any, on the archaeological and built heritage resource of the proposed Boyne Greenway: Drogheda to Mornington, Counties Meath and Louth (ITM 709660/775169 to 715251/776163). The assessment was undertaken by Faith Bailey and Ross Waters of IAC Ltd.

There are a number of recorded monuments within the area surrounding the proposed greenway. The closest is the zone of archaeological notification associated with the former medieval settlement at Mornington (RMP ME021-001; Ch. 3680-4040). The proposed greenway will pass through this area. Three further monuments are located within the immediate vicinity of the proposed greenway, Mornington church, graveyard, and a chest tomb (ME021-001001-3; Ch. 3820-3900).

There is a total of 17 protected structures located within the study area of the proposed greenway, along with 14 structures included on the NIAH Survey and 13 features included in the Meath Industrial Heritage Survey. The closest protected structures consist of Mornington Bridge (RPS MH021-200; Ch. 3690-3730). Here a new bridge will be constructed to the north of the existing bridge with the scheme also passing beneath the Boyne Viaduct (RPS DB-184, Ch. 70-100) at the western end of the scheme. A number of demesne walls directly associated with protected structures border the proposed greenway directly. These include walls associated with St James (RPS DB-148; Ch. 150-160) and Weirhope House (RPS DB-149; Ch. 390-430). Several smaller items of street furniture, including milestones and water pumps, are also located within the immediate vicinity of the proposed greenway.

Many of the above structures are included in the NIAH built heritage survey for County Meath, including Mornington Bridge. Whilst there are a number of demesne landscapes located within the study area of the proposed greenway, the NIAH garden survey just lists Mornington House demesne, which is situated a considerable distance from the proposed greenway and now no longer intact. The proposed greenway will travel through the northern section of a demesne associated with Stagrennan House (via a realigned section of road; Ch. 1330-1360) and to the north of demesnes associated with St James (RPS DB-148; Ch. 150-160) and Weirhope House (RPS DB-149; Ch. 390-430).

The proposed greenway is considered to be low impact in nature, due to the limited requirement for groundworks. No adverse impacts are predicted in relation to where the proposed greenway passes in close proximity to the four recorded monuments. It is possible that ground works associated with the construction of the scheme across greenfield areas may have an adverse impact on previously unrecorded archaeological remains (Ch. 2270-2360, Ch. 2970-3090 and Ch. 4430-4620).

It is recommended that any topsoil stripping that is required for the proposed scheme is subject to archaeological monitoring by a suitably qualified archaeologist. If any

archaeological features are identified, further mitigation, such as preservation in-situ or by record, may be required. Further mitigation will require the agreement of the National Monuments Service of the DoCHG.

Sections of the proposed greenway will travel across marginal estuarine areas via a board walk or elevation platform (Ch. 2000-2090, Ch. 2360-2900, Ch. 3100-4430 and Ch. 4430-4620). It is possible that ground disturbances associated with the construction of the board walk may have an adverse impact on archaeological features or deposits that have the potential to survive within these portions of the landscape. Estuarine areas are considered to possess high archaeological potential.

It is recommended that prior to construction that an archaeological intertidal survey/wade survey be carried out along the proposed greenway, where it crosses the estuarine area via a board walk. This should be performed by an underwater archaeologist under licence to the National Monuments Service. The survey will include metal detection. Dependant on the results of the survey, further archaeological mitigation may be required, such as preservation in-situ or by record and/or archaeological monitoring.

It is proposed to construct a new bridge to the immediate north of Mornington Bridge (RPS MH021-200; Ch. 3690-3730), which will require piles to be driven through the estuarine area. These works may have an adverse impact on archaeological features or deposits that have the potential to survive within the watercourse/ estuarine area that the bridge will cross.

It is recommended that prior to construction that an archaeological wade survey be carried out at the site of the proposed new bridge at Mornington. This should be performed by an underwater archaeologist under licence to the National Monuments Service. The survey will include metal detection. Dependant on the results of the survey, further archaeological mitigation may be required, such as preservation in-situ or by record and/or archaeological monitoring.

Should the design of the proposed greenway change, or require excavations for service diversions etc, the advice of an archaeologist should be sought in order to identify the need for additional archaeological mitigation.

Mornington Bridge is a protected structure (RPS MH021-200; Ch. 3690-3730). As part of the proposed greenway, a new bridge will be constructed to the north of the existing bridge. There will be no direct impacts on the existing bridge as a result of the development. However, the new bridge will result in an indirect visual impact. This has been minimised with the design of the new bridge as the arches will remain visible beneath the new structure and the parapet walls will be visible through the spans of the new bridge.

Whilst the proposed development will result in an indirect impact on Mornington Bridge, the design is sympathetic to the existing structure, allowing the main elements of the northern elevation to remain visible. It is recommended that a photographic

record be carried out prior to and during the works to document the current setting of the structure and the construction of the adjacent structure.

The milestone and water pump (RPS MH021-201/2; Ch. 3750 & 3740) at the junction of Church Street and the R151 are valuable architectural features of the street furniture. The raised table and bollards proposed at this junction may have an adverse effect on these protected structures.

It is recommended that if the milestone and water pump are required to be moved during works at the junction, that they be reinstated following the completion of works. The items should be stored safely off-site during the course of works.

No adverse impacts are predicted upon the remaining protected structures, associated curtilage features or on the Ship Street ACA.

The Halpin and Moran Memorial borders the footpath on Marsh Road (Ch. 460-470). While this is not a protected structure it does constitute a feature of architectural and cultural heritage interest. The proposed greenway will negatively impact on the enclosing wall of the memorial.

It is recommended that the Halpin and Moran Memorial is subject to a written and photographic record prior to works commencing. The replacement of the enclosing wall should be carried out sympathetically and be undertaken by appropriately qualified masonry experts.

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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 Boyne Greenway: Drogheda to Mornington in Counties Louth and Meath (Figures 1). This assessment has been carried out to ascertain the potential impact of the proposed greenway on the archaeological and built heritage resource that may exist within the area. The assessment was undertaken by Faith Bailey and Ross Waters of Irish Archaeological Consultancy Ltd (IAC), on behalf of Meath County Council.

The archaeological and built heritage assessment involved a detailed study of the archaeological and historical background of the proposed greenway and the surrounding area. This included information from the Record of Monuments and Places of Meath, the Register of Protected Structures, the National Inventory of Architectural Heritage, the Meath Industrial Heritage Survey, 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 proposed cycle route aims to provide a safe, traffic-free environment for tourists and local users to cycle adjacent to the Boyne River, estuary and coast by providing a 4m wide cycle and pedestrian path in an east to west direction from the Boyne Viaduct east of Drogheda to Mornington Town (Figures 1-6). The route would generally travel along, and adjacent to, the Boyne Estuary and R150 and R151 Regional Roads linking Drogheda Town with Mornington Town. The objective of the proposal is to provide a cycle and walking route along the Boyne estuary and surrounding area leading to Mornington Town with the trail following close to the edge of the River and Estuary for a significant portion of the proposal.

Sections of the proposed Greenway are located within the Boyne Coast and Estuary Special Area of Conservation (SAC) and the Boyne Estuary Special Protection Area (SPA) and includes a number of habitats and species listed on Annex I/II of the EU Habitats Directive. The Boyne Estuary is the second most important estuary for wintering birds on the Louth-Meath coastline. Black-tailed Godwit occurs here in internationally important numbers and a further nine species of wintering water birds have populations of national importance (i.e. Shelduck, Oystercatcher, Golden Plover, Grey Plover, Lapwing, Knot, Sanderling, Redshank and Turnstone). Of particular significance is that three species that regularly occur, Golden Plover, Bar-tailed Godwit and Little Tern are listed on Annex I of the E.U. Birds Directive. Part of the Boyne Estuary SPA is a Wildfowl Sanctuary. The estuary provides both feeding and high-tide roost areas for these birds.

The proposed Boyne Greenway route extends from the Boyne Viaduct in Drogheda east to Mornington Town where it terminates at Tower Road/Crook Road junction

prior to Mornington Dunes. The extent of the proposed Greenway is approximately 5.8km and is outlined in Figure 1. For ease of description the route has been divided into four sections, these are described below.

1.2.1 Section 1 – Drogheda Railway Station Lower Car Park to Drogheda Port Offices on Marsh Road

The initial section of the proposed Greenway from Drogheda Railway Station lower carpark to the Drogheda Port offices on Marsh Road comprises of a bitumen construction that would run along the edge of Marsh Road (R150) for approximately 1.8km. This section of the route would result in the loss of approximately 4m of roadside verge to the north of the R150 for the extent of that section of the route. On the west side of the Drogheda Port offices the surface to the north of the road is not considered wide enough to support a bitumen pavement and there would be a need to install an elevated boardwalk construction for approximately 60m for that short section. The route then transitions back to bitumen pavement along the northern edge of the R150 for a further 90m and then moves back to an elevated boardwalk again for approximately 100m that brings the route to the Drogheda Port offices entrance.

Within this initial section of the proposed Greenway there are a number of proposed traffic management measures on the R150 and other minor civil works required to allow for pedestrian and cyclist access to the Greenway, these include:

- Zebra crossings to be installed at the railway station car park to allow access to the Greenway
- A raised table on R150 at the junction between Weirhope and R150 to allow access to Greenway.
- A raised table on R150 at the junction between the Water Treatment Works Yard and R150 to allow access to Greenway.
- A raised table on R150 at the junction between Local Road to the south and R150 to allow access to Greenway.
- A raised table on R150 at the junction between Local Road to the south and R150 (just east of Drogheda Port offices) to allow access to Greenway.
- A raised table at entrance to Drogheda Port offices to accommodate the greenway traffic. There may be a requirement to remove and reinstate a wall at the Port entrance also to accommodate the route.

1.2.2 Section 2 – Drogheda Port Offices to Mornington Bridge

The second section of the proposed Greenway extends from Drogheda Port offices to Mornington Bridge. The section immediately east of the Drogheda Port Offices comprises of a bitumen pavement construction along the northern edge of the R150 for approximately 160m and then the pavement diverts approximately 14m north, away from the roadside for a further 90m. The Greenway then transitions to elevated boardwalk along the edge of a man-made inlet area (i.e., behind a port-like wall) and along the rock shore of the estuary boundary for approximately 540m. There is a proposed raised boardwalk entry point from the R150 to the Greenway at the Mill Road junction. Approximately 400m east of Mill Road junction the route transitions

into a bitumen pavement for approximately 195m along an existing parking area. The route then transitions to elevated boardwalk construction for approximately 610m along the rocky shore of the estuary to Mornington Bridge. At Mornington Bridge a new bridge will be constructed to the north of the existing structure. This is an Arched Vierendeel half-through steel truss bridge. The arch of the top chord speaks to the triple arches of Mornington Bridge in a respectful yet modern fashion. The Vierendeel truss comprises only vertical elements connecting top and bottom chords, creating clear and open portals for the greenway user to view Mornington Bridge. The proposed bridge is also to be constructed at 2m clear horizontal separation from Mornington Bridge to further facilitate this vista. The half-through truss permits a slender deck which benefits vertical separation to the existing arches of Mornington Bridge when viewed in front elevation. The pedestrian parapet can be that of the adjoining boardwalks for continuity.

Within this section of the proposed Greenway there are a number of proposed traffic management measures on the R150 and other minor civil works required to allow for pedestrian and cyclist access to the Greenway, these include:

- A raised table on R150 with possible controlled crossing at the junction between Drogheda Grammar School and R150 to allow access to Greenway.
- A raised table on R150 with possible controlled crossing at the junction between Mill Road and R150 to allow access to Greenway
- Local area widening of the R150 road approximately 400m east of the Mill Road junction.
- A raised table on east side of Mornington Bridge at junction with between R150, R151 and Church Road with zebra crossings to allow access to Greenway.

1.2.3 Section 3 – Mornington Bridge to West of Mornington Court

The third section of the proposed Greenway extends from Mornington Bridge to approximately 110m west of Mornington Court. The section immediately following the insertion of a new structure at Mornington Bridge comprises of an elevated boardwalk construction along the edge of the R151 and the estuary for approximately 700m and the boardwalk then diverts north away from the R151 and transitions to bitumen pavement for approximately 150m and then diverts south again towards the R151. The bituminous greenway then continues parallel to, but away from, the R151 for approximately 100m where it then transitions to a precast concrete bridge for approximately 20m that transverses a stream. The Greenway then transitions back to bitumen pavement along the edge of the R151 for approximately 375m to approximately 110m west of the entrance to Mornington Court.

Within this section of the proposed Greenway there are two proposed traffic management measures on the R151 required to allow for pedestrian and cyclist access to the Greenway and reduce vehicular speeds, these include:

- A raised table on junction with R151 and High Road with crossing to allow access to Greenway.

- A raised table on R151 on approach to Mornington Town to provide traffic calming and reduce vehicle speeds approaching the town.

1.2.4 Section 4 – West of Mornington Court to Mornington Beach

The next section of the proposed route has restricted space along the edges of the R151. This section extends from approximately 210m to 105m west of the entrance to Mornington Court. Following this section, the Greenway would continue as a bitumen pavement along the northern edge of the R151 for approximately 100m to the entrance to Mornington Court and then continue for approximately 335m to Tower Road where it transitions into a shared space road for 270m to the entrance to Tower Road/Crook Road junction where the greenway route terminates.

Within this section of the proposed Greenway there are two proposed traffic management measures on the R151 required to allow for pedestrian and cyclist access to the Greenway and reduce vehicular speeds, these include:

- A raised table on R151 with zebra crossing at the junction between Mornington Court entrance and R151 to allow access to Greenway.
- A raised table on R151/Tower Road junction to allow access to Greenway.

2 METHODOLOGY

Research for this report was undertaken in two phases. The first phase comprised 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 and Louth;
- Sites and Monuments Record for County Meath and Louth;
- 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;
- Draft Meath County Development Plan 2020–2026;
- Louth County Development Plan 2015–2021;
- East Meath Local Area Plan 2014–2020;
- Meath Industrial Heritage Survey 2010;
- Aerial photographs;
- Excavations Bulletin (1970–2019); and
- 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 (DoCh.G) – 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 DoCh.G 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.

The topographical files of the National Museum of Ireland are 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.

- William Petty, *Down Survey Map of the Barony of Duleek and Parish of Kilcarvan*, 1656–58;
- George Taylor and Andrew Skinner, *Road Maps of Ireland, Map 3 – Road from Dublin to Donaghadee*, 1777;
- William Larkin, *Map of County Meath*, 1812; and
- Ordnance Survey maps of County Meath, 1836 and 1911.

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

Development Plans contain a catalogue of all the Protected Structures and archaeological sites within the county. The Draft Meath County Development Plan (2020–2026), Louth County Development Plan (2015–2021) and East Meath Local Area Plan (2014–2020) were consulted to obtain information on cultural heritage sites in and within the immediate vicinity of the proposed greenway.

The Meath Industrial Heritage Survey, 2010 is a database of information on 1,705 features of industrial heritage interest in Meath, and locational information on 1,676 quarries and lime kilns, derived from cartographic and written sources. The project was commissioned by Meath County Council in 2008, with the aim of producing a searchable computerised inventory of industrial sites in the county. It is intended that

this inventory will constitute the initial stage of a broader survey of Meath's Industrial Heritage.

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 1970–2019.

The National Inventory of Architectural Heritage (NIAH) 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 undertaken in 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 and was examined in relation to the surviving demesnes within the surrounding area of the proposed greenway.

2.2 FIELD INSPECTION

Field inspection is necessary to determine the extent and nature of archaeological and architectural 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 greenway route and its immediate environs.
- Noting and recording the terrain type and land usage.
- Noting and recording the presence of features 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 area of proposed greenway begins at the junction of Ship Street with Marsh Road/R150 in Drogheda Town and travels eastwards under the railway line along the R151 to Mornington Beach through the townlands of Lagavooren, Stagrennan, Stameen, and Mornington, Parishes of St Mary's and Colp and Barony of Lower Duleek. Sections of the proposal proposed greenway will leave the road and cross marginal estuarine areas to the north of the existing road infrastructure.

Drogheda Town is situated within a complex multi-period archaeological landscape and is surrounded by monuments dating from the Neolithic and Bronze Age through to the medieval period, post-medieval, and early modern periods. It is important to note that the River Boyne Estuary is a Special Area of Conservation, forming the freshwater area at the confluence with the River Blackwater, running through Drogheda. The region is one of high archaeological significance with the *Brú na Bóinne* World Heritage Site situated c. 9.4km to the west-southwest and the Hill of Tara c. 23.7km to the southwest.

There are seven recorded monuments, 17 protected structures, and 14 structures included on the NIAH Survey located within a 200m radius of the proposed greenway (Figures 1-6).

3.1.1 Prehistoric Period

Mesolithic Period (8000–4000 BC)

The Mesolithic Period is the earliest time for which there is clear evidence of prehistoric activity in Ireland. During this period people hunted, foraged and gathered food and appear to have had a mobile lifestyle. The types of activity carried out by Mesolithic people are difficult to recognise using current archaeological methods; however, scatters of worked flint material; a by-product from the production of flint implements typically indicative of their presence in the landscape. While there is no evidence for Mesolithic activity within the immediate surrounding landscape, settlement has been identified in the wider region, such as within the *Brú na Bóinne* World Heritage Site, situated c. 9.4km to the west-southwest and the Cooley peninsula c. 40km to the north.

Neolithic Period (4000–2500 BC)

The Neolithic period was a revolutionary period which provides the first evidence of the emergence of farming societies in Ireland. There was profound change as people moved (both gradually and rapidly) from 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 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. People lived in rectangular houses that contained hearths as well as specially demarcated areas for activities such as food preparation.

With the advent of the Neolithic period the emergence of the megalithic tomb occurs of which there are four types; court cairn, portal, passage and wedge. Evidence suggests that these were large communal burial monuments and such architecture is common within County Meath and Louth. The early prehistory of the region is dominated by several important cores, including the Boyne Valley, Tara, Fourknocks, and 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*, c. 9.4km to the west-southwest.

A passage tomb (RMP LH024-039) is reputed to be located c. 480m southwest of the proposed greenway and is known locally as 'Cromwell's Mount'. Anecdotally the site is thought to be where the successful offensive was launched against the town in the 1600s by Cromwell. Other reports often suggest that there is a further passage tomb beneath Mill Mount (RMP LH024-041009), c. 790m to the west-southwest, which is the motte and bailey castle constructed by Hugh de Lacey during the medieval period.

The coastline was a focus for much archaeological activity during this period. At Bettystown, c. 2.5km to the south there has been evidence for human occupation in the form of middens containing mollusc shells (NMI 1977:2329-2334) as well as smaller scale Neolithic monuments including further passage tombs at Gormanstown (RMP ME028-021), c. 9.8km to the south.

Bronze Age (2500–800 BC)

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 burial sites and monuments. The Boyne Valley continued to be a place of importance throughout this period. Many of the earlier tomb sites were reused and altered and further megalithic structures were created. It was during this time that 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 often 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 burials practices. Two ring-barrows are recorded c. 2km to the south of the proposed greenway in Donacarney Great (RMP ME021-025/6).

The most commonly identified Bronze Age site is the burnt mound or *fulacht fiadh*; of which over 7000 have been recorded in the country and hundreds excavated. 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. They 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* is located c. 915m to the south in Colp West (RMP ME021-016).

A large number of artefacts that may be Bronze Age in date are recorded from Drogheda and the River Boyne although the exact location of where these items were found has not been retained. Many of the items are now on display in museums in the United Kingdom and Canada (See Appendix 3). The presence of the items in the landscape, especially the within the River Boyne, indicate the significance of the landscape and watercourse during the prehistoric period. Some of these items may have been washed downstream following ritual deposition within the river, which may have occurred in the Boyne Valley as part of activities at Newgrange and other monuments, further to the west.

Iron Age (800 BC–AD 500)

The Iron Age is distinguished from the rather rich remains of preceding Bronze Age and subsequent early medieval period by a relative paucity of evidence in Ireland. However, there is increasing evidence for Iron settlement and activity in recent years as a result of development-led excavations as well as projects such as LIARI (Late Iron Age and Roman Ireland). The River Boyne, which is located to the immediate north of the proposed greenway, was mapped in the earliest cartography of the country during the Iron Age, named as *Buvinda* (Stout 2002). The importance of the river and its valley cannot be underestimated, especially considering the tidal reach extends west of Drogheda, possibly as far as Rosnaree at this time. A habitation site consisting of three corn-drying kilns and eight refuse pits was excavated c. 2.4km to the southwest of the proposed greenway (RMP ME021-030). Animal bone from the pit was carbon dated to AD 320-520 suggesting it was occupied in the late Iron Age.

Evidence for Roman activity in the area is suggested by the presence of artefacts of Roman origin recovered from inside the Newgrange tomb, including coins and items of personal adornment (*ibid.*). The principal evidence supporting Iron Age activity in the area comes from the Knowth excavations (Eogan 1986), where a cemetery containing up to 35 individuals was recorded around the base of Tomb 1. Grave goods, mainly items of personal adornment, were found with 11 of the burials. It is also possible that the summit of the main tomb at Knowth was utilised as a defended settlement at this time.

3.1.2 Early Medieval Period (AD 500–1100)

At this time, modern County Meath was part of *Míde* and *Brega*, which together formed one of the five provinces of early medieval Ireland. It contained a large power centre that formed a political, ceremonial, cultural and social centre of both the territory and Ireland, which was located at Tara. The proposed greenway lies within the Kingdom of *Brega*, within the territory that was controlled by the *Ciannachta*.

They were the most prominent of the subject peoples of *Brega* during the early medieval period. Although typically associated with the baronies of Ferrad, (Louth) and Duleek (Meath) – essentially the lower reaches of the Boyne, there is every indication that their influence extended much further south, well into County Dublin.

Brega was controlled for most of the early medieval period by the *Síl nÁeda Sláine*, who claimed to be part of the *Uí Néill*. Though their influence on a national level waned from the 8th century onwards, various branches of the dynasty controlled *Brega* down to the late 10th century. Of course, Drogheda town now encompasses both sides of the River Boyne. If this was the case in the early medieval period, to the north was Uriel and the south was *Brega*. *Airigialla* or *Uriel* eventually absorbed much of *Brega* during the 1150s. Prior to this, a line of rulers for *Fir Arda* or Ferrad can be traced back to the *Ciannacht Breg*, who were succeeded by the *Uí Chonaing of Sí nÁedo Sláine* in 700 AD. It is likely that *Fir Arda* or Ferrad had its primary church at Monasterboice which continued to be associated with the later town at Drogheda (MacCotter 2008, 236-7).

The early medieval landscape in Ireland is characterised by dispersed enclosed rural farmsteads, or raths, which likely housed an extended family. This site type is considered to be the most common indicator of settlement during the early medieval period and truncated examples are regularly identified as crop marks in aerial photography or through archaeological investigation. Research undertaken as part of the 'Early Medieval Archaeology Project' suggests a conservative estimate for the number of ringforts, raths, cashels, cahers and 'enclosures' in the country to be at least 60,000 (O'Sullivan *et al.* 2014, 49). The sites are typically enclosed by an earthen bank and exterior ditch, ranging from 25m to 50m in diameter. These are often found in association with souterrain which are stone lined underground chambers that varying greatly in size and scale. The closest recorded example of a ringfort is c. 1.2km south of the proposed greenway (RMP ME021-012007). During 2019 a possible ringfort, along with four adjacent burials, were identified in the townland of Newtown during archaeological testing. The remains were located c. 250m south of the proposed scheme (Clarke and Murphy, 2019). The general lack of ringforts in the general area is more likely a reflection of farming practices and land clearances over the last 200 years than a true reflection of the distribution of settlement in County Meath or County Louth.

There is no doubt that it was the spread of Christianity and the establishment of the Church that had the greatest impact on the landscape and societies of Ireland during this period. The early medieval period also saw the construction of a large number of ecclesiastical sites throughout Ireland during 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). Later simple stone-built churches were constructed a great number of which are still visible throughout the countywide today. St Patrick landed at *Inbher Colpa*, believed to be the mouth of the Boyne and he is believed to have founded the church at Rath Colpa (RMP ME021-012004), c. 1.3km to the south, although there is no direct evidence to support this (Waters 1965, 261). The base of a 10th century high cross and a fragment of the crosshead (RMP ME021-012005) have

been discovered in the graveyard associated with the church (RMP ME021-012008; Ch. 3820-3900).

This period also saw the arrival of the Vikings and whilst there is no direct evidence for settlement in the landscape containing the proposed scheme, they did establish a presence at Annagassan, c. 18km to the north. They utilised the River Boyne as a means of travelling inland and in 19th century a Viking coin hoard was recovered in Drogheda. The circumstance of the recovery was not recorded and today the location of the hoard is unknown (NMI Files, Appendix 3). Edwards states that it may have contained over 5000 coins including Kufic *dirhams* and at least one penny from Viking York (1996, 177).

3.1.3 Medieval Period (AD 1100–1600)

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 meaning that great swathes of land were parcelled out among the Norman elites in process known as sub-infeudation. This process saw the evolution and consolidation of a network of territorial and administrative boundaries including baronies, parishes, manors and townlands. It was largely based on and significantly influenced by pre-existing borders and settlement patterns.

At this time, the Lordship or Liberty of Meath, was composed of a large territorial area that covered counties of Meath, Westmeath as well as parts of Offaly and Longford. By 1172 Henry II had granted this lordship to Hugh de Lacy, who established Trim Castle. This time period is synonymous with castle-building, both masonry and earthwork, as well as the creation of new towns and enlargement of older urban centres. The Norman tenurial system more or less appropriated the older established land units known as *túaths* in the early medieval period but called the territories manors (MacCotter 2008). Meath was very well settled in this period. The manor of Duleek was established by Hugh de Lacy but after 1244 it passed to the de Verdun family. In 1332 it passed to Bartholomew de Burghersh, and in 1372 to the Flemings of Slane (Othway-Ruthven 1967, 417, 425).

The town of Drogheda was founded by the Norman, Hugh de Lacy, sometime after the construction of his motte castle at Mill Mount in AD 1186. Drogheda, like other Norman towns such as New Ross, was built on a greenfield site with scant historical and archaeological evidence for early medieval or Viking settlement. Such a suggestion is strengthened by the fact that the vicinity of the town was referred to as the new bridge of Drogheda. The town developed on both sides of the River Boyne, which formed the boundary between the dioceses of Armagh and Meath. As a result, two separate parishes had to be formed and this division gave rise to two independent town corporations, which were only merged in AD 1412.

The town, itself a monument (RMP LH024-041) comprises one of the most complete Anglo-Norman walled towns in Ireland. The walled area of the town enclosed 113 acres, making it one of the largest walled towns in Ireland and of medium size in comparison to European towns (Bradley 1997, 10). Section of the walls (RMP LH024-041104) are visible throughout the town including two surviving gates: St Laurence's gate (RMP LH024-041005) and the Butter Gate (RMP LH024-041007). Drogheda also possesses one of the most extensive series of murage grants for any Irish town with at least 13 grants spanning the years between 1234 and 1424. The town walls no doubt provided protection for the residences, but they were also a vehicle through which taxes could be levied on travellers and trades people.

Excavations within the town and the river have revealed extensive material. An enclosed harbour of 13th century date has been recorded that consisted of a timber revetment (RMP LH024-041081), masonry quay and harbour walls, a walled dock and a masonry structure possibly either a crane or tower base. The harbour walls were internally battered with an entrance gap clearly visible in the south facing section. Reclamation and filling in of the harbour area took place sometime during the mid to late 14th or early 15th century (and continued into the 20th century). Large assemblages of artefacts were recovered including leather shoes, belts, scabbards and local glazed pottery along with English and French imports. Numerous ship timbers were also revealed (Conway 2002, 217–20).

The proposed greenway will run through the site of a deserted medieval settlement (RMP ME021-001; Ch. 3680-4040) at Mornington. The settlement dated to the 13th century and was most likely named 'Marinerstown' after Robert le Mariner, who died before 1234 (Bradley and King 1985, 91). A church (RMP ME021-001001; Ch. 3820-3830) is listed in the ecclesiastical taxation (1302-06) of Pope Nicholas IV at Maris (SMR file). During the 1536 Suppression Furness Abbey in Yorkshire was granted parts of the parish including 'Marynerton' (White 1943, 314, 319). The first edition OS map shows houses fronting onto the roadway through Mornington to the south of the river estuary. The houses were accompanied by regular rectangular plots that have the potential to represent medieval property divisions commonly associated with 'ladder' settlements, which were often established by the Anglo-Normans.

3.1.4 Post-Medieval Period (AD 1600–1800)

The 17th century witnessed the concentrated and systematic reduction of all of Ireland to English authority, largely through conflicts and the forced settlements known as 'The Plantations'. In 1641 a war between the King and Parliament was sparked off by the rebellion of the Catholics in Ulster and resulted in 11 years of conflict and turmoil. In 1649, Oliver Cromwell and army landed in Ireland in order to return the colony of Ireland to English rule. Indeed, Drogheda was one of the major scenes of engagements of this war. It was important for Cromwell to acquire control of the port towns along the eastern coast in order to maintain a constant stream of supplies for his troops. The Siege of Drogheda began along the southern limits of the town which was still fully enclosed by the medieval walls at this time. The walls were breached close to the Duleek Gate and the soldiers flooded the town. The area in which the breach occurred is visible today as a patched stretch of surviving wall. Many

of the townsfolk were put to death or forcibly transported to some of the new colonies in the Caribbean such as Barbados. Shortly after these events, Ireland was essentially reincorporated as a British colony and Catholicism outlawed.

As part of the process of achieving colonial dominion a number of surveys and mapping programmes were completed throughout the post-medieval period. Simington's Civil Survey of 1654–56, was an inquisition that visited each barony (land division) and took depositions from landholders based on parish and townland, with written descriptions of their boundaries to facilitate the 'transfer' of lands. Subsequent to the Civil Survey, a project known as the Down Survey 1656-58, used the collected cadastral information to map all forfeited lands. This survey was overseen by the surgeon-general of the English army, William Petty and a number of former soldiers. It was not just a project of mapping but of social engineering that was underpinned by a massive 'transfer' in landownership from Irish Catholics to English Protestants. Despite the obvious negative effects of colonial map drafting this survey is the first ever detailed land survey on a national scale anywhere in the world and gives great insight in Ireland at this time. Another map also completed at this time by Robert Newcomen, shows a detailed if schematic depiction of Drogheda with extensive town walls, towers and gates as well as the street patterns. On the Down Survey two farmhouses and an old church are depicted at Mornington; however, Ussher had recorded that this church was in ruins by 1622 (RMP ME021-001001; Ch. 3820-3830).

The 18th century also saw a dramatic rise in the establishment of large residential houses around the country. This was largely due to the fact that after the turbulence of the preceding centuries, the success of the Protestant cause and effective removal of any political opposition, the country was at peace. 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 dispersed nationally. During the latter part of the 18th century, the establishment of a parkland context (or demesnes) for large houses was the fashion. 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. Major topographical features like rivers and mountains were desirable features for inclusion into, and as a setting, for the large house and parkland. This was achieved at all scales, from a modest Rectory Glebe to demesne landscapes that covered thousands of acres.

At the western section of the proposed greenway the demesne of St James is visible bordering the proposed greenway to the south on the first edition OS map. By the time of the later OS map editions, the original house has been replaced with the structure that is extant today (RPS DB-148; Ch. 150-160). Further to the east, a demesne landscape associated with Stagrennan House (Ch. 1330-1600) is also marked within the historic mapping, although today the road that carries the proposed greenway has been realigned to run through the northern corner of the landscape and the principal structure is no longer extant.

At the eastern extent of the proposed greenway, Mornington House and demesne, located c. 400m to the west of the proposed greenway, was built by the First Earl of Mornington, Garret Wellesley in 1740–50. The structure is shown on the first edition OS map within a small demesne landscape, which today is almost completely covered by housing. The principal structure is no longer present as it was destroyed by fire during the 1950s.

The River Boyne was utilised throughout the post-medieval period and in the study area of the proposed greenway the two recorded monuments, Maiden Tower (RMP ME021-004/ RPS MH021-124; Ch. 5870+) and Lady's Finger (RMP ME021-003/ RPS MH021-121; Ch. 5870+) were built as 16th century navigational aids for ships travelling into Drogheda. Circular-plan tapered stone beacons (NIAH 14318014; Ch. 2920-3240) were constructed along the length of the Boyne estuary to guide ships into the port in c. 1800. Additional structures were constructed in c. 1880 to add to the sea safety of the area and these included a former lifeboat house (RPS MH021-123; Ch. 5870+), Drogheda North Lighthouse (RPS MH021-120; Ch. 5870+), Drogheda West Lighthouse (RPS MH021-125), Drogheda East Lighthouse (RPS MH021-127) and 'Sunrise', a former lightkeeper's cottage (RPS MH021-126).

3.2 SUMMARY OF PREVIOUS ARCHAEOLOGICAL FIELDWORK

A review of the Excavations Bulletin (1970–2019) has revealed that a number of programmes of testing and monitoring have taken place within the study area of the proposed greenway. These are summarised below:

In 2019 geophysical survey and archaeological testing was carried out to the immediate south of the proposed scheme within the townland of Newtown (Clarke and Murphy, 2019, Licence 19E0433). This identified the remains of a circular enclosure (diam. 27.5m) and four burials, which may date to the early medieval period, c. 250m south of the proposed scheme.

The eastern terminus of the proposed greenway crosses the Mornington River. Monitoring of topsoil stripping for a drainage proposed greenway along the length of the Mornington River from Bettystown to the River Boyne was carried out in 2009 and 2010 (Licence 09E0355, Bennett 2009:652). This did not encounter anything of archaeological significance.

The site of a car park was monitored in 2011 for Irish Rail c. 15m to the south of the proposed greenway (Licence 11E0002, Bennett 2011:424). This uncovered evidence that the site had been used during the construction of the Boyne Viaduct (RPS DB-184, Ch. 70-100) in the 1850s to manufacture mortar and deposit construction waste.

A licence was taken out to investigate a double row of oak posts situated on the lower foreshore immediately downstream of the Flogas terminal on the south bank of the River Boyne (Licence 06E0837, Bennett 2006:1348). This was noted during an intertidal and marine geophysical survey undertaken by Donal Boland in advance of a dredging proposed greenway from the town centre (between Tom Roe's Point and

Doner's Green). The 141 oak posts were determined to be the remains of a jetty or an access walkway to a channel marker shown at this location on a plan in DPC archives of the river and harbour in 1863. The dredging was monitored, and several archaeological finds were recovered including; fragments of three logboats, several worked timbers including part of a ship's rib, a barrel stave, and a complete adult female skull. An in-situ wreck of a medieval clinker-built vessel was discovered during this dredging c. 500m north of the proposed greenway. The ship was subject to excavated in 2007 (Licence 07E0074, Bennett 2007:1182).

The six investigations tabulated below did not identify anything of archaeological significance within the study area of the greenway (Table 1).

TABLE 1: Licences of No Archaeological Significance within the Study Area

LICENCE NO.	REFERENCE	DISTANCE FROM GREENWAY
08E0629	Bennett 2008:985	c. 40m north
06E1037	Bennett 2008:827	c. 190m north
02E1420	Bennett 2002:1530	c. 200m north
03E0009	Bennett 2003:1422	c. 200m south
02E1162	Bennett 2002:1494	c. 200m south
05E0209	Bennett 2005:1217	c. 200m north

3.3 CARTOGRAPHIC ANALYSIS

William Petty's Down Survey Map of the Barony of Duleek and Parish of Kilcarvan, 1656–58

The walled town of Drogheda is visible on both banks of the River Boyne on the barony map. The area of the proposed greenway is depicted within 'Colpe parrish' and the townlands of 'Stagrennan' (Stagrennan), 'Great Stameene' and 'Little Stameen' (Stameen), and 'Mornantowne' (Mornington). Only the townland of Lagavooren is not depicted. A church (RMP ME020-006) representing Stagrennan of St James is depicted in 'Stagrennan' to the south of the proposed greenway. 'Great Stameene' contains a stone house and a corn mill. A second corn mill is depicted in 'Mornantowne' along with two farmhouses, an old church, a monument of a cross, possibly representing Lady's Finger (RMP ME021-003; Ch. 5870+), and 'Mayden Tower' (RMP ME021-004/ RPS MH021-124; Ch. 5870+).

George Taylor and Andrew Skinner's Road Maps of Ireland, Map 3 – Road from Dublin to Donaghadee, 1777

These schematic depictions of various routeways around Ireland form a series of roadmaps for travelling throughout Ireland. They depict inns and crossroads as well as turnpikes but also large houses with the owners' names often inscribed beside it. The road system and street pattern of Drogheda town is shown. A road is depicted travelling east-west roughly following the route of the proposed greenway on the south bank of the Boyne. Although the road is not annotated, Mornington Bridge (RPS MH021-200; Ch. 3690-3730) and the adjacent church (RMP ME021-001001; Ch. 3820-3830) are clearly visible. A small structure is depicted bordering the road to the

south near the beginning of the proposed greenway, this may represent St James House (RPS DB-148; Ch. 150-160). The road terminates at the demesne of Mornington House which is annotated as being owned by 'Brabazon Esqr'. The proposed greenway travels through a rural landscape from the town to the coast.

William Larkin's Map of County Meath, 1812

There have not been any significant changes along the route of the proposed greenway since Taylor and Skinner's map apart from the depiction of Stagrennan House (Ch. 1330-1600) and Bay View House (RMP MH021-101; Ch. 2590-2830) to the immediate south of the road, ribbon development at the church (RMP ME021-001001; Ch. 3820-3830), and the annotation of Mornington House as Coney Hall.

First Edition Ordnance Survey Map, 1836, scale 1:10,560

This is the first accurate historic mapping coverage of the area containing the proposed greenway. The main building of St James, its outbuildings, and demesne are visible bordering the road to the south at the beginning of the proposed greenway, although the main house occupies a different footprint to the structure that is extant today (RPS DB-148; Ch. 150-160). A smaller structure is also depicted to the east of them.

Further to the east, the former route of the main road (now realigned) is shown passing through the northern section of a demesne associated with Stagrennan House (Ch. 1330-1600), which is an unlabelled structure shown further to the south. Here the proposed route crosses part of the edge of the estuary via means of a road that had not been established at this point. Linear features within the estuary area are marked in the mud flats to the north, which presumably were present in order to guide ships along the main river channel.

The proposed greenway follows the road that runs along the edge of the river estuary until it reaches Mornington. Here it crosses an unlabelled bridge across a tributary to the River Boyne and passes to the south of the church and graveyard (RMP ME021-001001/2; Ch. 3820-3900). Structures are marked as fronting onto the southern side of the road, all of which possess regular rear plots.

The roadway is shown as terminating to the west of Maiden Tower (RMP ME021-004/ RPS MH021-124; Ch. 5870+) and Lady's Finger (RMP ME021-003/ RPS MH021-121; Ch. 5870+), although the latter is not named. The proposed greenway terminates to the west of these features at the bridge over a tributary, the River Mornington, feeding into the River Boyne.

Ordnance Survey Map, 1911, scale 1:2,500

By the time of this map the Boyne Viaduct (RPS DB-184, Ch. 70-100) has been constructed within the western terminus of the proposed greenway and the Great Northern Railway line traverses over it. The engine shed (RPS DB-395; Ch. 100-140) has been constructed along with other ancillary buildings of Drogheda Station to the south of the proposed greenway.

Houses, now included within the Ship Street Architectural Conservation Area, have been built to the immediate northwest. The principal building at St James (RPS DB-148; Ch. 150-160) is now shown with a number of outbuildings to the east. A small demesne is indicated around the structures. Further to the east, an additional house and demesne have been established, where the principal structure is marked as Weirhope (RPS DB-149; Ch. 390-430).

At Stagrennan the house associated with a small demesne is now labelled as Stagrennan House (Ch. 1330-1600). Balamarino House is shown further to the south of the proposed greenway, along with a gate lodge and small demesne. The road that crosses this section of the estuary has yet to be established.

A building labelled as Harbourville House has been built on the opposite side of the road to the east of Balamarino. To the south of this a gate lodge (Ch. 2110-2130) is marked that denotes the entrance to Stameen House, which is located a considerable distance to the south of the road. To the east of this a demesne has been established that is associated with Eden View (RPS MH021-100; Ch. 2360-2410), which also possesses a gate lodge at the entrance to the drive.

To the east of Eden View, Bay Hill (RPS MH021-101; Ch. 2590-2830) is marked to the south of the proposed greenway with a small demesne. At Mornington, the bridge (RPS MH021-200; Ch. 3690-3730) remains unlabelled and although the village is depicted in more detail, it remains relatively unchanged. On the east side of the bridge in Mornington a milestone (RPS MH021-201; Ch. 3750) is marked. Beechmount House and a dispensary are depicted bordering the proposed greenway to the south on the eastern side of Mornington.

A cottage (RPS MH021-118; Ch. 5510-5530) and a house named Tower View are depicted bordering the road in the eastern extent of the proposed greenway. The proposed greenway terminates to the west of Maiden Tower (RMP ME021-004/ RPS MH021-124; Ch. 5870+) and Lady's Finger (RMP ME021-003/ RPS MH021-121; Ch. 5870+), after crossing a small bridge across an estuary inlet. A Lifeboat House (RPS MH021-123; 5870+) and slipway are marked to the northeast. There are a series of three lighthouses and a lighthouse keeper's house (RPS MH021-120; Ch. 5870+) on the beach to the north and south of the proposed greenway.

3.4 COUNTY DEVELOPMENT PLAN

The Draft Meath County Development Plan (2020–2026), Louth County Development Plan (2015-2021), and the East Meath Local Area Plan (2014-2020) recognise the statutory protection afforded to archaeological sites included within the Record of Monuments and Places and seek to protect those monuments, to including their setting, access, views and prospects. Through policies contained in the Development Plans, they seek to ensure the effective protection, conservation and enhancement of archaeological sites, monuments and their settings (See Appendix 4).

3.4.1 Archaeology

The *Brú na Bóinne* World Heritage Site is situated c. 9.4km to the west-southwest and the Hill of Tara c. 23.7km to the southwest. There are no National Monuments or Monuments under Preservation Order in proximity to the proposed greenway.

There are five groups or individual recorded monuments situated within 200m of the proposed greenway (Table 2, Figures 1-6). The closest of these consists of the zone of archaeological notification that surrounds Mornington Village (ME021-001; Ch. 3680-4040), which is recorded as a deserted medieval village. The proposed greenway will pass through this area via the existing road. One of the RMPs, a church and graveyard (RMP ME021-001001/2, Ch. 3820-3900), border the proposed greenway to the south in Mornington. The zone of archaeological notification for Lady's Finger (RMP ME021-003, Ch. 5870+) and Maiden Tower (RMP ME021-004, Ch. 5870+) borders the eastern terminus of the proposed greenway. The two towers are included in the Record of Protected Structures (RPS), and the graveyard is listed within the NIAH Survey.

TABLE 2: Recorded Archaeological Sites (RMPs) within the Study Area

RMP NO.	LOCATION	CLASSIFICATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
ME021-001	Mornington	Settlement deserted - medieval	0m	RMP	3680-4040
ME021-001001/2/3	Mornington	Church, graveyard, and tomb	c. 20m south	RMP	3820-3900
ME021-003	Mornington	Monumental structure (Lady's Finger)	c. 70m east	RMP/RPS	5870+
ME021-004	Mornington	Watchtower (Maiden Tower)	c. 140m east	RMP/RPS	5870+
ME021-002	Mornington	House – 17th century	c. 160m south	RMP	3680-3890

3.4.2 Built Heritage

A review of the Register of Protected Structures has shown that there are 17 structures listed within the Draft Meath County Development Plan (2020–2026) and Louth County Development Plan (2015-2021) located within 200m of the proposed greenway (Table 3, Figures 1-6)). Three of these are also included within the RMP and 11 within the NIAH Survey. The proposed greenway will cross adjacent to one protected structure: Mornington Bridge (RPS MH021-200, Ch. 3690-3730) and will pass beneath the Boyne Viaduct (RPS DB-184, Ch. 70-100).

TABLE 3: Protected Structures (RPS) within the Study Area

RPS NO.	LOCATION	CLASSIFICATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
MH021-200*	Mornington	Mornington Bridge	0m	RPS	3690-3730
DB-184*	Yellowbatter	The Boyne Viaduct	0m	RPS	70-100
DB-345*	Newtown	Stone Marker	Immediate	RPS	420

RPS NO.	LOCATION	CLASSIFICATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
			south		
DB-148	Lagavooren	St James House	Immediate south	RPS	150-160
MH021-118*	Mornington	Cottage (now renovated)	Immediate north	RPS	5510-5530
MH021-121	Mornington	Lady's Finger	c. 70m east	RPS/RMP	5870+
MH021-124	Mornington	Maiden Tower	c. 140m east	RPS/RMP	5870+
MH021-201*	Mornington	Milestone	c. 10m south	RPS	3750
MH021-202*	Mornington	Pump	c. 10m south	RPS	3740
MH021-123	Mornington	The Boat House	c. 120m east	RPS	5870+
DB-149	Lagavooren	Weirhope House	c. 20m south	RPS	390-430
MH021-203*	Mornington	Star of the Sea Church of Ireland Church	c. 25m south	RPS/RMP	3820-3850
MH021-100	Stameen	Eden View - The Grammar School	c. 75m south	RPS	2360-2410
MH021-204*	Mornington	House, Church Street	c. 45m south	RPS	3820-3830
MH021-101*	Stameen	Bay View	c. 10m south	RPS	2590-2830
DB-395*	Newtown	Railway Station Engine Shed	c. 185m south	RPS	100-140
MH021-120*	Mornington	Drogheda North Lighthouse	c. 190m north	RPS	5870+

*Listed on the NIAH Survey

There is one Architectural Conservation Area (ACA) located within the landscape surrounding the proposed greenway, which consists of the Ship Street ACA (Figure 2). This area is located to the immediate northwest of the proposed greenway off Marsh Road.

3.5 AERIAL PHOTOGRAPHIC ANALYSIS

Inspection of the aerial photographic coverage of the proposed greenway route held by the Ordnance Survey (1995-2013), Google Earth (2005-2019), and Bing Maps has been carried out as part of this assessment. Within the Bing Map coverage, the discrete outline of a circular enclosure was noted as a crop mark c. 145m south of the proposed greenway within the townland of Stagrennan (Ch. 1960). The feature has an overall diameter of 55m and may represent the remains of a large ringfort or Bronze Age ritual enclosure.

3.6 NATIONAL INVENTORY OF ARCHITECTURAL HERITAGE

3.6.1 Architectural Survey

A review of the architectural survey was undertaken as part of this assessment and included buildings within 200m of the study area. There are 14 structures listed on the NIAH building survey (Table 4, Figures 1-6). Whilst inclusion in the survey does not result in statutory protection, these buildings may be added to the RPS by Meath County Council in the future. Of the 14 structures, 10 are listed within the RPS, one on the RMP, and one on both the RPS and RMP (Appendix 2).

TABLE 4: NIAH structures within the Study Area

NIAH NO.	TOWNLAND	CLASSIFICATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
14318012	Mornington	Mornington Bridge	0m	RPS	3690-3730
13620012	Yellowbatter	Boyne Valley Viaduct	0m	RPS	70-100
13620021	Newtown	Street name plaque	Immediate south	RPS	420
14402106	Mornington	House (now renovated)	Immediate north	RPS	5510-5530
14318015/17	Stameen	Bay View House (including gates/railings/walls)	c. 10m south	RPS	2590-2830
14318010	Mornington	Milestone/milepost	c. 10m south	RPS	3750
14318011	Mornington	Water pump	c. 10m south	RPS	3740
14318008	Mornington	Star of the Sea Graveyard	c. 20m south	RMP	3820-3900
14318007	Mornington	Star of the Sea Church of Ireland Church	c. 25m south	RPS/RMP	3820-3850
14318006	Mornington	House, Church Street (Healing Hands)	c. 45m south	RPS	3820-3830
14318014	Mornington	Beacon	c. 30-65m north	-	2970
13622067	Lagavooren	Drogheda Chemical Manure Company	c. 170m west-southwest	-	0
13902401	Newtown	Drogheda Railway Station	c. 185m south	RPS	100-140
14402105	Mornington	Drogheda North Lighthouse	c. 190m north	RPS	5870+

3.6.2 Garden Survey

The first edition Ordnance Survey map of County Meath (1837) shows the extent of demesne landscapes as shaded portions of land within the study area. These were established as a naturalised landscaped setting for the large houses of the landed gentry. Not all demesne landscapes are subject to statutory protection. However, where a demesne exists in association with a protected structure (dependant on the

preservation of the landscape), this can be considered to be part of the curtilage and as such falls within the remit of the Planning and Development Act 2000.

There are no demesne landscapes within the study area included within the Garden Survey for County Meath or Louth. The nearest demesne recorded within the survey belongs to Mornington House (NIAH Garden 5127), c. 400m to the south. The demesne is visible on the first edition and 25-inch OS maps. It has been greatly reduced by residential development and the survey records that the demesne has 'virtually no recognisable features.'

A number of demesnes are located within study area of the proposed greenway, which are not included in the NIAH survey. Details relating to these is summarised below:

St James (Figure 2)

This is a small landscape marked on later OS maps to the immediate south of the proposed greenway, which shows the principal structure, a number of outbuildings and a small demesne planted with trees. Whilst the principal structure is no longer standing an outbuilding of St James still survives extant (RPS DB-148, Ch. 150-160), today the associated garden has been subject to residential development and nothing of the original landscape survives.

Weirhope House (Figure 2)

This landscape is marked on later edition of the OS mapping to the immediate south of the proposed greenway. Today the main house appears to survive as ruins and is listed as a protected structure (RPS DB-149, Ch. 390-430), but is very overgrown. The demesne survives as open fields and overgrown boundaries but has lost much of its original character due to neglect. The demesne walls and entrance survive in a poor condition to the south of the proposed greenway.

Stagrennan House (Figure 3)

Whilst this demesne is marked on the first edition OS map, the principal structure is not labelled. The road formerly travelled around the northern edge of the demesne (Ch. 1330-1600), but this has since been slightly realigned. Today the principal structure is present to the south of the proposed greenway, along with some outbuildings and the remains of a walled garden further to the south. Mature demesne planting survives around the main house, although the wider landscape has lost much of its original character.

Balamarino House (Figure 3)

Balamarino House is also marked on later editions of the OS mapping and is situated to the south of the proposed greenway within a small demesne (Ch. 1740-2000). The principal structure is present today, although the gate lodge is now in ruins. It retains much of its mature demesne planting, which focuses on the main structures.

Eden View (Figure 3)

This demesne is also present on later edition of the OS mapping, to the immediate south of the proposed greenway. Today the principal structure is present and is listed within the RPS (MH021-100; Ch. 2360-2410). However, a grammar school has now been established within the landscape, which has led to the loss of character. Some mature demesne planting survives in the northern and eastern sections of the site, but much of the demesne is fully developed.

Bay View (Figure 4)

The principal structure of Bay View (RPS MH021-101) survives within its demesne to the immediate south of the proposed greenway (Ch. 2590-2830). The house first appears on the later edition of the OS mapping. The mature demesne planting survives around the perimeter following the stone walls of the demesne. This represents the best-preserved demesne within the study area of the proposed greenway.

3.7 MEATH INDUSTRIAL HERITAGE SURVEY (AUGUST 2010)

The Industrial Period in Ireland dates from c. 1750 to 1930. There are 15 features of industrial heritage interest within the study area of the proposed greenway as categorised by the Meath Industrial Heritage Survey. Of the 13 features, 9 are included within the RPS and/or RMP (Table 5).

TABLE 5: Features of industrial heritage interest within the Study Area

CLASSIFICATION	CARTOGRAPHIC SOURCE	LOCATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
Dublin-Drogheda Railway (DDR) Mainline, Boyne Viaduct (RPS DB-184)	25-inch OS	Lagavooren	0m	RPS	70-100
Mornington Bridge (RPS MH021-200)	Taylor and Skinner	Mornington	0m	RPS	3690-3730
Limestone marker (RPS DB-345)	25-inch OS 1911	Newtown	Immediate south	RPS	420
Quarry pit	First edition OS	Stameen	Immediate south	-	2000-2160
Milestone (RPS MH021-201)	25-inch OS	Mornington	c. 10m south	RPS	3750
Water pump (RPS MH021-202)	-	Mornington	c. 10m south	RPS	3740
Stone beacons x 2 (NIAH 14318014)	25-inch OS	Mornington	c. 30-65m north	-	2920-3240
Lady's Finger (RMP ME021-003/ RPS MH021-121)	Down Survey	Mornington	c. 70m east	RMP/RPS	5940
Boyne Estuary	First edition OS	Stameen &	c. 80m	-	2210 & 6010

CLASSIFICATION	CARTOGRAPHIC SOURCE	LOCATION	DISTANCE FROM GREENWAY	STATUTORY PROTECTION	CHAINAGE
navigation features, two direction posts		Mornington	north & c. 160m north		
Maiden Tower (RMP ME021-004/ RPS MH021-124)	Down Survey	Mornington	c. 140m east	RMP/RPS	6010
Dublin-Drogheda Railway (DDR) Mainline, engine shed (RPS DB-395)	25-inch OS	Newtown	c. 185m south	RPS	100-140
Turnpike Road (1731) (now the R132/Dublin Road)	Taylor and Skinner	Lagavooren	c. 185m southwest	-	0
Drogheda North Lighthouse (RPS MH021-120)	25-inch OS	Mornington	c. 190m north	RPS	5870+

4 RESULTS OF FIELD INSPECTION

4.1 FIELD INSPECTION

The field inspection sought to assess the proposed greenway, its previous and current land use, the topography and any additional information relevant to the report. During the course of the field investigation the proposed greenway and its surrounding environs were inspected. The inspection was carried out on the 23rd January 2019 in clear conditions. For ease of discussion the field inspection has been broken down into four sections.

4.1.1 Section 1 – Drogheda Railway Station Lower Car Park to Drogheda Port Offices on Marsh Road (Ch. 0-1050, Figures 2-3)

The proposed greenway begins at the corner of Ship Street and passes the lower car park for Drogheda Railway Station and then underneath the Boyne Viaduct (RPS DB-184; Ch. 70-100; Plate 1). The northside of the road through this section represents the townland boundary between the River Boyne and both Lagavoreen and Stagrennan. To the west of the viaduct the road is bordered by a relatively recent stone wall. To the east of the viaduct, the road to the south is bordered by a roughly coursed masonry wall associated with St James (Plate 2; RPS DB-148; Ch. 150-160). The wall on the norther side of the road is a modern masonry wall. One of the supporting arches of the viaduct lies directly behind this wall. The entrance gates of St James border the footpath on the southside of the road (Ch. 170-180; Plate 3). The entrance is recessed and formed by cut stone pillars and curving wrought iron railing.

As the proposed greenway travels in an easterly direction, modern residential development is located to the immediate south of the road, whilst the modern wall forms the northern boundary to the road. To the east of the residential development is the demesne of Weirhope House (Ch. 390-430). The original demesne wall forms the southern boundary to the road and consists of a random rubble-built wall topped with modern concrete blocks. Weirhope House (RPS DB-149) is not visible from the roadway, although the entrance into the demesne is still extant (Plate 4). The entrance is very similar to St James and consists of cut stone pillars and recessed wrought iron railings. The original gates have been removed and the entrance is in poor condition. The limestone marker (RPS DB-345; Ch. 420) demarcating the historical boundary of St Lawrence Gate Ward, is situated against the wall to the immediate east of the entrance gates of Weirhope House (Plate 5).

The only feature of note along the northern side of the road is a war memorial maintained by the Irish Graves Association (Ch. 460-470; Plate 6). It is a limestone Celtic cross on a tapered base, on a stepped platform beside an Irish flag within a small area enclosed by walls and an iron gate. The cross's inscription commemorates Thomas Halpin, Captain Moran, Captain Flanagan, and Liam Leech who died during the War of Independence.

The proposed greenway follows the Marsh Road in an easterly direction. A grass verge borders the northern side of the road, whereas a stone wall is present along the

southern side. At Stagreenan the proposed greenway follows the realigned road through the northern section of the demesne associated with Stagrennan House (Ch. 1330-1600). The house is visible to the south on a slightly rise. A 19th century green wrought-iron post is located in the southside verge beside an entrance to the fields outside Stagrennan House (Ch. 1430; Plates 7 and 8). This is a late 19th century stink pipe, installed in order to vent natural gases from beneath the ground. It is likely contemporary with the realignment of the road.

After passing the demesne associated with Stagrennan House, a random rubble stone walls forms the southern boundary to the roadway (Plate 9). A stone wall was also noted set back from the northern border of the existing road, which was constructed as part of works along the edge of the estuary during the latter part of the 19th century.

The road and the proposed greenway then pass along the edge of a small inlet. Here the proposed greenway will be on a board walk to the immediate north of a low stone wall that bounds the northside of the road (Plate 10). Harbourville House is located to the immediate east of the inlet, adjacent to a modern entrance into an industrial area. The house itself has recently been renovated. The south facing elevation possess the main entrance to the ground floor, but no flanking windows. Three windows are present on the first floor. The west elevation has two windows at ground and first floor level.

To the south of Harbourville House is the gate lodge at the entrance to Stameen House (Ch. 2110-2130; Plate 11). The lodge is a single storey, three-bay cottage rendered with pebble dash and now abandoned. It possesses a steeply pitched corrugated iron roof, which may conceal a former thatched roof given the steepness of the pitch. The cottage is to the south of a pair of rendered gate pillars topped with cut stone capstones.

Section 2 – Drogheda Port Offices to Drogheda Grammar School (Ch. 1050-2400, Figure 3)

To the east of Harbourville House, the proposed greenway will leave the existing road and travel in an easterly direct through the edge of the estuarine area, via a board walk. This is a marshy and marginal landscape and although possesses an overall archaeological potential due to the presence of the river and estuary, no specific features of archaeological potential were noted during the field inspection.

Section 3 – Drogheda Grammar School to Mornington Farm (Ch. 2400-3600, Figures 4-5)

To the south of the proposed greenway and the existing road, Drogheda Grammar School is situated within the demesne associated with Eden View (RPS MH021-100; Ch. 2360-2410). Much of the former demesne wall has been removed, although part of the eastern section is still extant along the southern side of the road (Plates 12 and 13). The entrance gates to Bay View (RPS MH021-101; Ch. 2590-2600) are located on the southside of the road to the west of Eden View (Plate 14).

The stone beacons (NIAH 14318014; Ch. 2920-3240) are visible in the Boyne estuary to the north of the proposed greenway as it travels through the estuarine area to the north of the existing road. It passes to the north of Orkney Ville, which is a 19th century, four bay structure that fronts onto the road (Plate 15; Ch. 3260-3280).

Section 4 – Mornington Farm to West of Mornington Court (Ch. 3600-4800, Figures 5-6)

A collection of vernacular structures known as Mornington Farm border the road to the south as the road travels into Mornington (Ch. 3630-3660). The proposed greenway will cross a small watercourse to the immediate north of Mornington Bridge (RPS MH021-200; Ch. 3690-3730) via a new bridge. There is a disused flood gate to the south of the bridge, whilst the bridge itself is formed by a three-span structure and causeway (Plate 16). The bridge parapet is defined by low rubble-stone walls on both sides. Parts of it have been repaired with modern materials.

On the eastern side of Mornington Bridge (RPS MH021-200; Ch. 3690-3730), at the junction with Church Road there are two protected structures on either side of Church Road, a milestone and a water pump (RPS MH021-201/2; Ch. 3750 & 3740; Plates 17 and 18). The milestone is partially obscured within vegetation. The road is bordered to the south by the walls of the graveyard (RMP ME021-001002; Ch. 3820-3900; Plate 19).

To the north of the road opposite the graveyard are stone steps that may have originally led to a pier that extended to a sand bar in the Boyne (Ch. 38410; Plate 20). The proposed greenway continues along a verge to the north of the road to Mornington Court (Plate 21). A water pump was noted on High Road to the south of the proposed greenway (Ch. 4140; Plate 22). This is not listed on the RPS or NIAH but can be considered as an item of street furniture in the landscape.

Section 5 – West of Mornington Court to Mornington Beach (Ch. 4800-5870, Figure 6)

At Mornington Court the proposed greenway travels to the north of the R151 through a residential area to the junction with Tower Road. There is no footpath on the northside. The cottage with a corrugated iron roof (RPS MH021-118; Ch. 5510-5530) is found here; however, the roof has been replaced and it appears the house has been renovated (Plate 23). Along Tower Road the proposed greenway is lined by residential homes and gardens (Plate 24). A water pump is situated at the eastern end of Tower Road. This is not listed on the RPS or NIAH but does form part of the street furniture within the landscape (Ch. 5850; Plate 25). The proposed greenway terminates on the eastern side of a modern bridge from Tower Road to the west of the Lady's Finger (RPS MH021-121; Ch. 5870+), Lifeboat House (RPS MH021-123; Ch. 5870+), and the Maiden Tower (RPS MH021-124; Ch. 5870+; Plates 26 and 27).

4.2 CONCLUSIONS

The proposed greenway travels from the junction of Marsh Street and Ship Street to Mornington Beach through the townlands of Lagavooren, Stagrennan, Stameen, and Mornington, Parishes of St Mary's and Colp, and Barony of Lower Duleek in Counties

Meath and Louth. There are a number of recorded monuments within the area surrounding the proposed greenway. The closest is the zone of archaeological notification associated with the former medieval settlement at Mornington (RMP ME021-001; Ch. 3680-4040). The proposed greenway will pass through this area. Mornington church and graveyard (ME021-001001-3; Ch. 3820-3900) border the proposed greenway to the south and the zone of archaeological notification for Lady's Finger (RMP ME021-003; Ch. 5870+) and Maiden's Tower (RMP ME021-004; Ch. 5870+) borders the eastern terminus of the proposed greenway.

There is a total of 17 protected structures located within the study area of the proposed greenway, along with 14 structures included on the NIAH Survey and 13 features included in the Meath Industrial Heritage Survey. The closest protected structure consists of Mornington Bridge (RPS MH021-200; Ch. 3690-3730). Here, the proposed scheme will pass to the immediate north of the existing bridge via a new structure. The scheme will also pass beneath the Boyne Viaduct (RPS DB-184, Ch. 70-100). A number of demesne walls directly associated with protected structures border the proposed greenway directly. These include walls associated with St James (RPS DB-148; Ch. 150-160) and Weirhope House (RPS DB-149; Ch. 390-430). Several smaller items of street furniture, including milestones and water pumps, are also located within the immediate vicinity of the proposed greenway.

Many of the above structures are included in the NIAH built heritage survey for County Meath, including Mornington Bridge and the Boyne Viaduct. Whilst there are a number of demesne landscapes located within the study area of the proposed greenway, the NIAH garden survey just lists Mornington House demesne, which is situated a considerable distance from the proposed greenway and now no longer intact. The proposed greenway will travel through the northern section of a demesne associated with Stagrennan House (via a realigned section of road; Ch. 1330-1600) and to the north of demesnes associated with St James and Weirhope House.

A review of the historic cartographic recourses has shown that after the publication of the first edition OS map, a large amount of rural development took place within the study area of the proposed greenway. Much of this related to the Boyne estuary, but it also included the development of large houses and associated demesnes. The historic mapping shows a number of properties formerly lined the road that the proposed greenway follows for much of its extent. Whilst a number of these properties survive today, many have been lost or replaced with modern dwellings.

Due to the relatively rural nature of the landscape containing the proposed greenway, previous archaeological investigations have been limited. In 2019, a possible early medieval enclosure and four burials were identified c. 250m south of the proposed scheme in Newtown. The only other investigation that encountered anything of archaeological significance was associated with dredging of the River Boyne to the north. This encountered an in-situ wreck of a medieval clinker-built vessel, a post-medieval jetty, fragments of three logboats, several worked timbers including part of a ship's rib, a barrel stave, and a complete adult female skull. This establishes a clear maritime heritage extending from the medieval to post-medieval period.

Analysis of the aerial photographic coverage of the proposed greenway resulted in the identification of a large circular enclosure situated c. 145m south of the proposed greenway. The site is located in the townland of Stagreenan and is visible as a discrete cropmark in Bing Mapping coverage.

A field inspection has been carried out as part of this assessment. No previously unrecorded sites of archaeological potential were noted during the course of the inspection, although the proximity of the estuarine and coastal area, lends archaeological potential to the landscape.

The field inspection confirmed the presence of the RPS and NIAH structures within the landscape adjacent to the proposed greenway. It also led to the identification of a number of features and buildings within the vicinity of the proposed greenway that are not included in the RPS/NIAH but possess architectural heritage merit. These include a memorial to soldiers who died during the War of Independence (the Halpin and Moran Memorial; Ch. 460-470), on the northern side of Marsh Road; Harbourville House and the former gate lodge into Stameen House (Ch. 2110-2130) and two water pumps (Ch. 5850 & 4140). Despite the presence of a large number of architectural heritage structures within the landscape, the total of potential impacts associated with the proposed greenway are considered to be relatively low.

5 IMPACT ASSESSMENT AND MITIGATION STRATEGY

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. Upstanding archaeology can be affected adversely by direct damage or destruction arising from development, from inadvertent damage arising from vibration, undermining etc. and also by indirect impacts to a building's visual setting, view or curtilage.

5.1 IMPACT ASSESSMENT

5.1.1 Archaeology

- The proposed greenway is considered to be low impact in nature, due to the limited requirement for groundworks. No adverse impacts are predicted in relation to where the proposed greenway passes in close proximity to the four recorded monuments. It is possible that ground works associated with the construction of the scheme across greenfield areas may have an adverse impact on previously unrecorded archaeological remains (Ch. 2270-2360, Ch. 2970-3090 and Ch. 4430-4620).
- Sections of the proposed greenway will travel across marginal estuarine areas via a board walk or elevation platform (Ch. 2000-2090, Ch. 2360-2900, Ch. 3100-4430 and Ch. 4430-4620). It is possible that ground disturbances associated with the construction of the board walk may have an adverse impact on archaeological features or deposits that have the potential to survive within these portions of the landscape. Estuarine areas are considered to possess high archaeological potential.
- It is proposed to construct a new bridge to the immediate north of Mornington Bridge (RPS MH021-200; Ch. 3690-3730), which will require piles to be driven through the estuarine area. These works may have an adverse impact on archaeological features or deposits that have the potential to survive within the watercourse/ estuarine area that the bridge will cross.

5.1.2 Built Heritage

- Mornington Bridge is a protected structure (RPS MH021-200; Ch. 3690-3730). As part of the proposed greenway, a new bridge will be constructed to the north of the existing bridge. There will be no direct impacts on the existing bridge as a result of the development. However, the new bridge will result in an indirect visual impact. This has been minimised with the design of the new bridge as the arches will remain visible beneath the new structure and the parapet walls will be visible through the spans of the new bridge.

- The milestone and water pump (RPS MH021-201/2; Ch. 3750 & 3740) at the junction of Church Street and the R151 are valuable architectural features of the street furniture. The raised table and bollards proposed at this junction may have an adverse effect on these protected structures.
- No adverse impacts are predicted upon the remaining protected structures, associated curtilage features or on the Ship Street ACA.
- The Halpin and Moran Memorial borders the footpath on Marsh Road (Ch. 460-470). While this is not a protected structure it does constitute a feature of architectural and cultural heritage interest. The proposed greenway will negatively impact on the enclosing wall of the memorial.

5.2 MITIGATION

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

5.2.1 Archaeology

- It is recommended that any topsoil stripping that is required for the proposed scheme is subject to archaeological monitoring by a suitably qualified archaeologist (Ch. 2270-2360, Ch. 2970-3090 and Ch. 4430-4620). If any archaeological features are identified, further mitigation, such as preservation in-situ or by record, may be required. Further mitigation will require the agreement of the National Monuments Service of the DoCHG.
- It is recommended that prior to construction that an archaeological intertidal survey/ wade survey be carried out along the proposed greenway, where it crosses the estuarine area via a board walk (Ch. 2000-2090, Ch. 2360-2900, Ch. 3100-4430 and Ch. 4430-4620). This should be performed by an underwater archaeologist under licence to the National Monuments Service. The survey will include metal detection. Dependant on the results of the survey, further archaeological mitigation may be required, such as preservation in-situ or by record and/or archaeological monitoring.
- It is recommended that prior to construction that an archaeological wade survey be carried out at the site of the proposed new bridge at Mornington. This should be performed by an underwater archaeologist under licence to the National Monuments Service. The survey will include metal detection. Dependant on the results of the survey, further archaeological mitigation may be required, such as preservation in-situ or by record and/or archaeological monitoring.
- Should the design of the proposed greenway change, or require excavations for service diversions etc, the advice of an archaeologist should be sought in order to identify the need for additional archaeological mitigation.

5.2.2 Built Heritage

- Whilst the proposed development will result in an indirect impact on Mornington Bridge, the design is sympathetic to the existing structure, allowing the main elements of the northern elevation to remain visible. It is recommended that a photographic record be carried out prior to and during the works to document the current setting of the structure and the construction of the adjacent structure.
- It is recommended that if the milestone and water pump (RPS MH021-201/2; Ch. 3750 & 3740) are required to be moved during works at the junction, that they be reinstated following the completion of works. The items should be stored safely off-site during the course of works.
- It is recommended that the Halpin and Moran Memorial (Ch. 460-470) is subject to a written and photographic record prior to works commencing. The replacement of the enclosing wall should be carried out sympathetically and be undertaken by appropriately qualified masonry experts.

It is the developer's responsibility to ensure full provision is made available for the resolution of any archaeological remains, both on site and during the post excavation process, should that be deemed the 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 and Meath County Council.

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www.buildingsofireland.ie – NIAH Survey results for County Meath/ Louth (Built Heritage survey and Garden Survey)

www.bingmaps.com – Satellite imagery of the proposed greenway.

www.osiemaps.ie – Ordnance Survey aerial photographs dating to 1995-2013 and 6-inch/25-inch OS maps.

www.heritagemaps.ie – The Heritage Council web-based spatial data viewer which focuses on the built, cultural and natural heritage.

www.googleearth.com – Satellite imagery of the proposed greenway.

www.booksulster.com/library/plnm/placenamesC.php - Contains the text from *Irish Local Names Explained* by P.W Joyce (1870).

www.logainm.ie – Placenames Database of Ireland launched by *Fiontar agus Scoil na Gaelige* and the DoCh.G.

www.meath.ie – Meath Industrial Heritage Survey 2010

APPENDICES

APPENDIX 1 SMR/RMP SITES WITHIN THE SURROUNDING AREA

SMR NO.	ME021-001
RMP STATUS	RMP
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
I.T.M.	713347/775964
CLASSIFICATION	Settlement deserted - medieval
DIST. FROM GREENWAY	0m
DESCRIPTION	Site of a medieval settlement that may date to the 13 th century.
REFERENCE	www.archaeology.ie/ SMR file

SMR NO.	ME021-003
RMP STATUS	RMP
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
I.T.M.	715316/776186
CLASSIFICATION	Monumental structure/Lady's Finger
DIST. FROM GREENWAY	c. 70m east
DESCRIPTION	Masonry circular column (H c. 6m) on square base.
REFERENCE	www.archaeology.ie/ SMR file

SMR NO.	ME021-004
RMP STATUS	RMP
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
I.T.M.	715390/776192
CLASSIFICATION	Watchtower
DIST. FROM GREENWAY	c. 140m east
DESCRIPTION	Square tower with spiral staircase (H c. 16m), tapering towards top. Access to parapet through barrel-vault at top of stairs.
REFERENCE	www.archaeology.ie/ SMR file

SMR NO.	ME021-001001-3
RMP STATUS	RMP
TOWNLAND	Mornington
PARISH	Colp

BARONY	Duleek Lower
I.T.M.	713310/776030
CLASSIFICATION	Church, graveyard, and tomb
DIST. FROM GREENWAY	c. 20m south
DESCRIPTION	<p>Situated on a bluff overlooking the estuary of the SW-NE River Boyne with its tidal mud-flats immediately to the N and the canalised river c. 300m distant. The S-N Colpe stream enters the Boyne c. 100m to the W. Mornington was a settlement from the 13th century when it was known as Marinerstown, which probably took its name from Robert le Mariner, who died before 1234, and it is now c. 3km from the sea (Bradley and King 1985, 91). A church at Maris is listed in the ecclesiastical taxation (1302-06) of Pope Nicholas IV (Cal. doc. Ire. 5, 252). Parts of the parish were granted to Furness Abbey in Yorkshire and Llanthony in Gloucestershire, and Marynerton is amongst their Irish possessions at the Suppression in 1536 (White 1943, 314, 319). Ussher (1622) describes the church of Mornanton or Marrynestwone as ruined (Erlington 1847-64, 1, lxviii). According to Dopping (1682-5) the church of Mornington or Marinerstown was dedicated to St. Columba but the graveyard was not enclosed. The nave and chancel walls were standing then but had not been repaired since 1641 (Ellison 1971, 36). The parish church of Mornington is at the SW end of a subrectangular graveyard (dims c. 75m NE-SW; c. 25m NW-SE at SW to c. 40m NW-SE at NE) defined by masonry walls.</p> <p>The ivy-covered W gable (ext. L 7.5m) with a rectangular window and the base of a belfry, together with the adjacent part of the N wall (L c. 5m plus; T 0.9m) of a large church survive. Austin Cooper, writing in the 1780s, describes a round chancel arch and a chest tomb with armorial crests, which he thought were of Bellew and Talbot, including one of Sir Thomas St Lawrence who held office under Edward VI (1547-53) (Price 1942, 106). The arch is gone but a chest tomb, consisting of a plain slab (dims 2.32m x 1.09m; T 7-13cm) with no devices resting on the S side-panel (L 1.89m; H 0.68m; T 12cm) and E end-panel (L 0.68m; H 0.58m plus; T 15cm) of a tomb within the area of the church. The panels have lightly-incised crests – four on the long side and one on the end-panel. The four on the long side are very similar and may represent Bellew and Talbot.</p>
REFERENCE	www.archaeology.ie/ SMR file

SMR NO.	ME021-002
RMP STATUS	RMP
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
I.T.M.	Various
CLASSIFICATION	House - 17th century
DIST. FROM GREENWAY	c. 160m south
DESCRIPTION	<p>Marked as a large, irregularly-shaped building described in gothic lettering as a 'Ruin' on the 1836 ed. of the OS 6" map, it is situated on the E bank of a S-N section of the small SW-NE Colp stream, which is c. 70m to the W and c. 250m S of the point where it enters the mud-flats of the SW-NE River Boyne estuary. Locally, this is thought to have been a monastery, and some walls that were not very ancient in appearance were visible. It may have been the site of the house, recorded as the property of John Draycott of Mornanstowne and Valeran Weisley of Dingen in 1640, along with 308 acres (Simington 1940, 3). A one storey and attic house is depicted on the Down Survey (1656-8) barony map of Duleek in this</p>

	area
REFERENCE	www.archaeology.ie/ SMR file

APPENDIX 2 RPS/NIAH STRUCTURES WITHIN THE SURROUNDING AREA

RPS NO.	DB-345
NIAH NO.	13620021
TOWNLAND	Newtown
PARISH	Louth
BARONY	Louth
CLASSIFICATION	Street name plaque/Limestone marker
DESCRIPTION	<p>Description Limestone marker, erected 1843. Tooled rectangular slab with half-round head, inscription partially eroded "BOROUGH BOUNDARY 1843 SAINT LAWRENCE GAATE WARD THOS CARTY ESQR" set in footpath against south parapet of bridge.</p> <p>Appraisal This stone marks the historical boundary of St. Lawrence Gate Ward. This interesting artefact charts the changing divisions of land in Drogheda and is a piece of street furniture which adds to the diversity of the Marsh Road streetscape.</p>
RATING	Regional
CATEGORY OF INTEREST	Historical
REFERENCE	Louth County Development Plan (2015-2021), NIAH Survey

RPS NO.	MH021-200
NIAH NO.	14318012
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Mornington Bridge
DESCRIPTION	<p>Description Triple-arch road bridge, built c.1840, with a disused flood gate to the south elevation and breakwaters to north elevation. Rubble stone walls with ashlar limestone breakwaters and voussoirs.</p> <p>Appraisal The rubble stone used for the construction of this bridge contrasts with the ashlar voussoirs and breakwaters, which are clearly the work of skilled craftsmen. The remains of the flood gates act as a reminder of a time when the water flow was controlled.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	DB-184
NIAH NO.	13620012
TOWNLAND	Yellowbatter
PARISH	Saint Peter's
BARONY	Drogheda

CLASSIFICATION	Boyne Valley Viaduct
DESCRIPTION	<p>Description</p> <p>Eighteen-span limestone and iron railway over river bridge, dated 1855. Fifteen round-headed stone arches, three north of river, twelve to south, three-span wrought-iron bolted girder trussed section crossing river 1932 with segmental-arched central section. Rock-faced ashlar limestone walling to abutments and spandrels, tooled block-and-start quoins running from base of abutments to tooled limestone stringcourse at springing line, tooled limestone voussoirs to arches; tooled limestone stringcourse at deck level surmounted by rock-faced snacked limestone parapet, tooled limestone coping to parapet. Rock-faced ashlar limestone cutwaters, tooled limestone stringcourse surmounted by curved stone caps. Channelled limestone piers surmounting abutments to either side of trussed steel spans, roll-moulded rough-punched cornice surmounted by saddle-backed cap, sandstone plaque to east and west elevations of piers, "Belfast and Dublin Junction Railway" followed by Drogheda's crest and "1855". Spans Boyne River, Drogheda railway station to south.</p> <p>Appraisal</p> <p>Designed by Sir John MacNeill and linking Belfast to Dublin, the Boyne Valley Viaduct dominates Drogheda. The three spans over the river were replaced in 1932 with iron trusses by the "Motherwell Bridge Engineering Company" with G.B. Howden as the chief engineer. Due to its height the bridge creates an awesome presence which is emphasised by the sheer scale of the individual elements used in its construction. Detailing such as voussoirs and quoins are elegant in their geometrical simplicity, enhanced with decorative touches in the cornices and piers, giving the structure architectural and artistic merit in addition to its pure engineering status.</p>
RATING	National
CATEGORY OF INTEREST	Architectural, Artistic, Historical, Technical
REFERENCE	Louth County Development Plan (2015-2021), NIAH Survey

RPS NO.	MH021-203 (Church and graveyard)
NIAH NO.	14318008
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Star of the Sea Graveyard
DESCRIPTION	<p>Description</p> <p>Graveyard with headstones dating from the early eighteenth century, bounded by rubble stone walls with ashlar gates piers and pair of cast-iron gates. Ruin of an earlier church built c.1600, to graveyard.</p> <p>Appraisal</p> <p>This graveyard is located on an elevated site overlooking the Boyne Estuary. It contains the ruins of a medieval church which adds archaeological interest to the site. Many of the gravestone are of artistic interest, due to their carved decorative detailing.</p>
RATING	Regional
CATEGORY OF INTEREST	Artistic, Archaeological, Social, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-101 (Country house, gates, and outbuildings)
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NIAH NO.	14318017
TOWNLAND	Stameen
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Bay View, gates/railings/walls
DESCRIPTION	<p>Description Limestone ashlar walls and piers with pair of square-profile cast-iron piers and double gates, c. 1860. Wheel guards to site</p> <p>Appraisal The ashlar wall, elaborate cast-iron gate piers, and decorative gates create an impressive entrance to Bay View. They form an interesting group with the house and outbuildings. The decorative cast-iron work is well designed and executed and adds artistic interest to the site.</p>
RATING	Regional
CATEGORY OF INTEREST	Artistic, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-118
NIAH NO.	14402106
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	House (now renovated, no longer iron roof)
DESCRIPTION	<p>Description Detached five-bay single-storey house, built c.1820, with porch addition. Pitched corrugated-iron roof with brick chimneystack. Rendered walls with a rendered buttress. Concrete boundary walls and outbuilding to site.</p> <p>Appraisal The modest house is representative of the vernacular tradition in Ireland. The form and scale of the house is typical in many ways of this tradition. Though the windows have been replaced, the house retains interesting features, such as the corrugated-iron roof and the buttress. The house makes a positive contribution to the streetscape.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	DB-148
NIAH NO.	-
TOWNLAND	Lagavooren
PARISH	Saint Mary's
BARONY	Duleek Lower
CLASSIFICATION	St James House
DESCRIPTION	Mid-19th-century house
RATING	-
CATEGORY OF INTEREST	-

REFERENCE	Louth County Development Plan (2015-2021), NIAH Survey
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RPS NO.	MH021-201
NIAH NO.	14318010
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Milestone/milepost
DESCRIPTION	<p>Description Square-profile granite milestone, c.1780, inscribed on two sides.</p> <p>Appraisal This milestone is a reminder of the great coaching era in Ireland when the post office operated a coach-based system of postal distribution. The simple form and carving of the structure is similar to other such milestones which are found in Meath, dating to the same period. Inscribed: '2'.</p>
RATING	Regional
CATEGORY OF INTEREST	Artistic, Social, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-121
NIAH NO.	14318010
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Lady's Finger
DESCRIPTION	Masonry circular column, height c. 16m. on square base.
RATING	-
CATEGORY OF INTEREST	-
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-202
NIAH NO.	14318011
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Water pump
DESCRIPTION	<p>Description Cast-iron water pump, c.1870, with a fluted shaft and cap, surmounted by an acorn finial. Foundry mark to shaft.</p> <p>Appraisal This water pump, cast by Glenfield and Kennedy, incorporates artistic detailing, such as the acorn finial and the fluted shaft. It is one of the few examples of street furniture found in Mornington and makes a significant contribution to the streetscape. There are a number of similar water pumps along the coast roads in Bettystown, Laytown and Mornington.</p>
RATING	Regional

CATEGORY OF INTEREST	Artistic, Social, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-123
NIAH NO.	-
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	The Boat House
DESCRIPTION	Four-bay, single storey boathouse, modern roof of synthetic slate, squared rubble walls with limestone dressings, in use as house.
RATING	-
CATEGORY OF INTEREST	-
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	DB-149
NIAH NO.	-
TOWNLAND	Lagavooren
PARISH	Saint Mary's
BARONY	Duleek Lower
CLASSIFICATION	Weirhope House
DESCRIPTION	Gates and railings
RATING	-
CATEGORY OF INTEREST	-
REFERENCE	Louth County Development Plan (2015-2021), NIAH Survey

RPS NO.	MH021-124
NIAH NO.	-
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Maiden Tower
DESCRIPTION	Square tower, height c. 16m, with spiral staircase tapering towards top. Access to parapet through barrel-vault at top of stairs.
RATING	-
CATEGORY OF INTEREST	-
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-203 (Church and graveyard)
NIAH NO.	14318007
TOWNLAND	Mornington
PARISH	Colp

BARONY	Duleek Lower
CLASSIFICATION	Star of the Sea Church of Ireland Church
DESCRIPTION	<p>Description</p> <p>Detached gabled-fronted Gothic Revival church, built c.1841, with eight-bay side elevations to nave. Central breakfront to entrance elevation, with stone finials and cross to parapet. Pitched slate roof with cast-iron rainwater goods. Snecked limestone to entrance elevation, rendered to sides and rear. Pointed arch door opening with lancet window above having ashlar dressings and hood mouldings. Date plaque over entrance door.</p> <p>Appraisal</p> <p>Star of the Sea church is of architectural design and is constructed of well finished materials. The name of the church is indicative of the maritime nature of the village and is a reminder of its history as a fishing village. The church is located at the top of the hill in Mornington and makes a significant contribution to the streetscape.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural, Artistic, Social, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-100
NIAH NO.	-
TOWNLAND	Stameen
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Eden View - The Grammar School
DESCRIPTION	A two-storey, seven-bay house, with shallow stone pediment above the centre bay.
RATING	-
CATEGORY OF INTEREST	-
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-204
NIAH NO.	14318006
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	House, Church Street (Healing Hands)
DESCRIPTION	<p>Description</p> <p>Detached double-pile two-bay two-storey house, built c.1780, with a four-bay single-storey extension to north, built c.1850, and with later porch and bay window additions. Pitched slate roof. Rendered walls with render quoins. Timber panelled door. Timber sash windows with stone sills. Outbuilding to site.</p> <p>Appraisal</p> <p>This house was built in the late eighteenth century, though many of the features of the building date to the late nineteenth century when it was renovated. The variety of timber sash windows of differing periods is an interesting feature of the building. The building is one of the larger buildings in the area, and makes a positive contribution to the village streetscape.</p>

RATING	Regional
CATEGORY OF INTEREST	Architectural, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	-
NIAH NO.	14318014
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Beacons
DESCRIPTION	<p>Description Circular-plan tapered stone beacons, built c.1800, with conical caps.</p> <p>Appraisal These beacons were built to guide traffic along the Boyne estuary and into Drogheda Port. This area of Meath has a long tradition of sea-trading and fishing and this adds to the historical interest of the structures.</p>
RATING	Regional
CATEGORY OF INTEREST	Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	MH021-101 (Country house, gates, and outbuildings)
NIAH NO.	14318015
TOWNLAND	Stameen
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Bay View House
DESCRIPTION	<p>Description Detached three-bay two-storey house, built c.1860, with central breakfront. Timber and glazed pedimented central porch addition to front elevation. Hipped slate roof with rendered chimneystacks, eaves dentils and cast-iron rainwater goods. Timber sash windows with limestone sills and render surrounds. Modern extension to rear. Front site is enclosed by wrought-iron railings and gates.</p> <p>Appraisal Bay View is located on an elevated site overlooking the Boyne estuary. The architectural form of the house is enhanced by many original features and materials, such as the timber sash windows and render surrounds. The house forms an interesting group with the surviving related outbuildings and entrance gates.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural, Artistic, Historical, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

RPS NO.	-
NIAH NO.	13622067
TOWNLAND	Lagavooren
PARISH	St. Mary's

BARONY	Lower Duleek
CLASSIFICATION	Drogheda Chemical Manure Company
DESCRIPTION	<p>Description</p> <p>Detached two-bay two-storey red brick office, built c. 1900. Rectangular-plan, single-bay two-storey extension to north, c.1910, recent porch added to west. Hipped slate to roof, clay ridge tiles, red brick corbelled chimneystack with sandstone nail-head moulding to neck and dentils beneath corbel, moulded cast-iron gutters supported on modillions, sandstone dog-tooth moulding beneath modillions. Red brick walling laid in Flemish bond, black brick plinth, sandstone fascia to south, black brick surround, inset panel to south elevation inscribed "DROGHEDA Ch.EMICAL MANURE COMPANY". Square-headed window openings, chamfered red brick reveals, tooled limestone sills, painted timber two-over-two sliding sash windows, aluminium windows to east; tripartite windows to south, chamfered reveals, tooled sandstone mullions, sills and lintels, segmental-headed lights, painted timber one-over-one sliding sash windows. Square-headed door opening to south elevation of porch, timber panelled door. Set with south elevation to street, concrete yard to west (front), industrial complex to north.</p> <p>Appraisal</p> <p>This attractive commercial building forms a striking addition to the streetscape of Marsh Road. The variety of materials and colour employed in its construction makes for an aesthetically pleasing structure, with features such as the tripartite windows, fascia and decorative mouldings indicate the technical proficiency of the builders.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural
REFERENCE	NIAH Survey

RPS NO.	DB-395
NIAH NO.	14402101
TOWNLAND	Newtown
PARISH	Louth
BARONY	Louth
CLASSIFICATION	Drogheda Railway Station Engine Shed
DESCRIPTION	<p>Description</p> <p>Detached single-storey six-bay stone engine shed, built c. 1860. Rectangular-plan, lower single-storey pitched roof wings to east side. Pitched corrugated asbestos sheet roof, asbestos ridge, circular steel ventilation cowls, pre-cast concrete verge copings, half-round uPVC gutters, uPVC downpipes; pitched slate roofs to single-storey wings, clay ridge tiles. Uncoursed roughly-squared rubble stone walling to east, south and west elevations, painted roughcast-render to north elevation. Segmental-headed window openings to east and west elevations, built-up to east elevation, ashlar limestone voussoirs, rubble stone reveals, concrete sills, aluminium casement windows; roundel in gable south elevation infilled, blue-black brick double course surround; round-headed openings to south elevation, stepped reveals, blue-black brick dressings, granite imposts, wrought-iron door hinge studs, recent roller shutter doors. Interior with concrete floor, painted plaster walls, steel truss roof structure c. 1960. Located to north-west of station complex, main lines to west, sidings to east, viaduct to north.</p> <p>Appraisal</p> <p>This former engine shed, although much modified and now in use as a workshop store, retains its basic form, rubble stone walling, dressed stone voussoirs to window openings and brickwork detailing to arched entrances. It is of historic and</p>

	technical significance for its connection with the development of railways in County Louth.
RATING	Regional
CATEGORY OF INTEREST	Architectural, Historic, Technical
REFERENCE	Louth County Development Plan (2015-2021), NIAH Survey

RPS NO.	MH021-120
NIAH NO.	14402105
TOWNLAND	Mornington
PARISH	Colp
BARONY	Duleek Lower
CLASSIFICATION	Drogheda North Lighthouse
DESCRIPTION	<p>Description Lighthouse, built c.1880, comprising cast-iron lantern with glazed panel, surrounded by walkway approached by ladder, set on cast-iron supports. Set within brick boundary walls. Lighthouse keeper's house and related outbuildings to the site.</p> <p>Appraisal This lighthouse makes a significant contribution to the surrounding landscape. It forms part of an interesting group with the related lighthouses in the area. It also forms part of a broader group with the sea safety structures in the area, such as the beacons and former lifeboat house. The lighthouse retains many original features and materials.</p>
RATING	Regional
CATEGORY OF INTEREST	Architectural, Technical
REFERENCE	Draft Meath County Development Plan 2020–2026, NIAH Survey

APPENDIX 3 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.

A large number of finds have been recorded from within the vicinity of Drogheda and the River Boyne, although some of the records do not possess information on the exact find location. Artefacts that may have been identified in the vicinity of the proposed scheme are included below:

N/A Drogheda

Pottery sherds, other finds and timbers

Over 1000 pieces of pottery and other finds dating to c. 1200AD found during the construction of the coffer dams for the new bridge.

N/A Drogheda (South Quays)

Pottery, horseshoes, ring brooch and ewer lid of copper alloy
Found on South Quays.

British Museum, London W. Drogheda

G. 1538

**(Harbison 1969, 56, no.
1693)**

Bronze flat axehead

Bronze flat axehead of Harbison's Derryniggan type.

Blackmore Museum, Drogheda

**Salisbury 511, Blackstone
collection.**

(Harbison 1969 26, no. 561)

Bronze flat axehead

Bronze flat axehead of Harbison's Ballyvalley type.

Blackmore Museum, Drogheda

Salisbury.

(Harbison 1969 26, no. 561)

Bronze flat axehead

Bronze flat axehead of Harbison's Killaha type.

NMI 1968:297 Drogheda

Bronze flat axehead

Found in River Boyne near Drogheda, Co. Louth in 1854

NMI 1937:? Drogheda

Bronze flanged axehead

NMI E92:384 **Drogheda**
Bronze socketed axehead.

British Museum of London **Drogheda**
1855:12-20, 20.
(Eogan 1965, 73)
Bronze sword.

Ashmolean Museum Oxford **Drogheda**
1927:2948
Taylor (1980, 108)
Gold “ring money”

British Museum of London **Drogheda**
1855:12-20, 21-23.
Three Bronze Age weapons of unspecified type.

British Museum of London **Drogheda**
1854.7.14 138, 140.
(Kilbride-Jones 1980, 99,
no. 49)
Two penannular brooches.

Royal Ontario Museum, **Drogheda**
Toronto
Bronze stick pin
Bronze stick pin on non-functional kidney-ringed type. Dredged from the River Boyne near Drogheda, 1852.

Royal Ontario Museum, **Drogheda**
Toronto
Iron stick pin
Iron stick pin from River Boyne, 1852.

Royal Ontario Museum, **Drogheda**
Toronto
Bronze stick pin
Bronze stick pin of lobe-headed type from near Drogheda, 1853.

Royal Ontario Museum, **Drogheda**
Toronto
Bronze stick pin
Bronze stick pin from Drogheda, 1853.

Royal Ontario Museum, **Drogheda**
Toronto
Bronze stick pin
Bronze stick pin polyhedral-headed type from River Boyne, near Drogheda, 1853.

**Royal Ontario Museum, Drogheda
Toronto**

Bronze stick pin

Bronze stick pin of double spiral-headed type from River Boyne near Drogheda, 1853.

N/A Drogheda

Coin Hoard

Coin hoard of Viking pennies and Kufic Dirhams deposited c. 905. Found near Drogheda. Present location unknown (Dolly 1966, 26, 49).

**British Museum of London, Drogheda
1855 12-20, 26**

Bronze cross

**British Museum of London, Drogheda
1868.7-9.27**

Bronze ring-brooch

NMI R 1828 Drogheda

Bronze hair pin

NMI 1936:1900 Drogheda

Iron Dagger

May be post-medieval.

NMI R 2017; Wk 6. Drogheda

Iron cleaver

Found in River Boyne at Drogheda, may be post-medieval.

APPENDIX 4 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 greenway 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 case of urgent necessity and with the consent of the Minister, commence the work until two months after 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 greenway 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 greenway 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.

Draft Meath County Development Plan, 2020–2026

It is the policy of Meath County Council:

HER POL 1 To protect archaeological sites, monuments, underwater archaeology and archaeological objects in their setting, which are listed on the Record of Monuments and Places for Meath.

HER POL 2 To protect all sites and features of archaeological interest discovered subsequent to the publication of the Record of Monument and Places, in situ (or at a minimum preservation by record) having regard to the advice and recommendations of the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht.

HER POL 3 To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, for development in the vicinity of monuments or in areas of archaeological potential. Where there are upstanding remains, a visual impact assessment may be required.

HER POL 4 To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length; or developments in proximity to areas with a density of known archaeological monuments and history of discovery as identified by a licensed archaeologist.

HER POL 5 To seek guidance from the National Museum of Ireland where an unrecorded archaeological object is discovered, or the National Monuments Service in the case of an unrecorded archaeological site.

It is an objective of Meath County Council:

HER OBJ 1 To implement in partnership with the County Meath Heritage Forum, relevant stakeholders and the community the County Meath Heritage Plan and any revisions thereof.

HER OBJ 2 To ensure that development in the vicinity of a Recorded Monument or Zone of Archaeological Potential is sited and designed in a sensitive manner with a view to minimal detracting from the monument or its setting.

HER OBJ 3 To seek to protect important archaeological landscapes from inappropriate development.

HER OBJ 4 To encourage the management and maintenance of the County's archaeological heritage, including historic burial grounds², in accordance with best conservation practice that considers the impact of climate change.

HER OBJ 5 To promote awareness of, and encourage the provision of access to, the archaeological resources of the county.

HER OBJ 6 To work in partnership with key stakeholders to promote County Meath as a centre for cultural heritage education and learning through activities such as community excavation and field/summer schools.

Louth County Development Plan, 2015-2021

It is a policy of the plan:

HER 20 To protect archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places (RMP), and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.

HER 21 To ensure that any development, both above and below ground, adjacent to or in the immediate vicinity of a recorded monument or an area of special archaeological interest (including formerly walled towns) shall not be detrimental to the character of the archaeological site or its setting and be sited and designed with care to protect the monument and its setting. Where upstanding remains exist, a visual impact assessment may be required.

HER 22 Within areas of special archaeological Interest and other sites of archaeological potential (including formerly walled towns), as listed in the RMP, the Council will require applicants to include an assessment of the likely archaeological potential as part of the planning application and may require that an on-site assessment is carried out by trial work prior to a decision on a planning application being taken.

East Meath Local Area Plan, 2014-2020

It is the policy of the LAP:

HER POL 12

- i) 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).
- ii) To seek to protect, where practicable, the setting of and access to sites, in securing such protection the Council will have regard to advice and recommendations of the Department of the Arts, Heritage and the Gaeltacht.
- iii) To require archaeological assessment where it is considered a development could have an effect on a recorded monument, zone of archaeological

potential or as yet undefined element of archaeological heritage or their setting.

It is the objective of the LAP:

HER POL 13 To promote archaeological heritage as a resource for educational and tourism purposes and to increase public awareness about archaeological heritage.

HER OBJ 11 In particular, any development either above or below ground, adjacent to a site of archaeological interest:

- Shall not be detrimental to the character of the archaeological site or its setting, and
- Shall be sited and designed with care for the character of the site and setting.

APPENDIX 5 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 need 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.

Draft Meath County Development Plan, 2020–2026

It is the policy of Meath County Council:

HER POL 14 To protect and conserve the architectural heritage of the County and seeks to prevent the demolition or inappropriate alteration of Protected Structures.

HER POL 15 To encourage the conservation of Protected Structures, and where appropriate, the adaptive re-use of existing buildings and sites in a manner compatible with their character and significance. In certain cases, land use zoning restrictions may be relaxed in order to secure the conservation of the protected structure.

HER POL 16 To protect the setting of protected structures and to refuse permission for development within the curtilage or adjacent to a protected structure which would adversely impact on the character and special interest of the structure, where appropriate.

HER POL 17 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.

HER POL 18 To require that in the event of permission being granted for development within the curtilage of a protected structure, any works necessary for the survival of the structure and its re-use should be prioritised in the first phase of development.

It is an objective of Meath County Council:

HER OBJ 15 To review and update the Record of Protected Structures on an on-going basis and to make additions and deletions as appropriate.

HER OBJ 16 To identify and retain good examples of historic street furniture, e.g. cast-iron post boxes, water pumps, light fixtures and signage, as appropriate.

HER OBJ 17 To promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to protected structures or historic buildings in an Architectural Conservation Area.

HER OBJ 18 To provide detailed guidance notes and 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 the County.

Louth County Development Plan, 2015-2021

It is a policy of the plan:

HER 33 To ensure that any development, modification, alteration, or extension affecting a protected structure and / or its setting is sensitively sited and designed, is compatible with the special character and is appropriate in terms of the proposed scale, mass, density, layout, and materials of the protected structure.

HER 34 The form and structural integrity of the protected structure and its setting shall be retained and the relationship between the protected structure, its curtilage and any complex of adjoining buildings, designed landscape features, designed views or vistas from or to the structure shall be protected.

HER 35 To prohibit inappropriate development within the curtilage and/or attendant grounds of a protected structure. Any proposed development within the curtilage and/or attendant grounds must demonstrate that it is part of an overall strategy for the future conservation of the entire complex including the structures, demesne and/or attendant grounds.

HER 36 To require that all planning applications relating to protected structures contain the appropriate documentation as described in the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any variation thereof, to enable a proper assessment of the proposed works and their impact on the structure or area.

East Meath Local Area Plan, 2014-2020

It is the policy of the LAP:

HER POL 14 To conserve, protect and enhance the architectural heritage and to ensure that new development makes a positive contribution to the historic character of the area.

APPENDIX 6 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 greenway 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

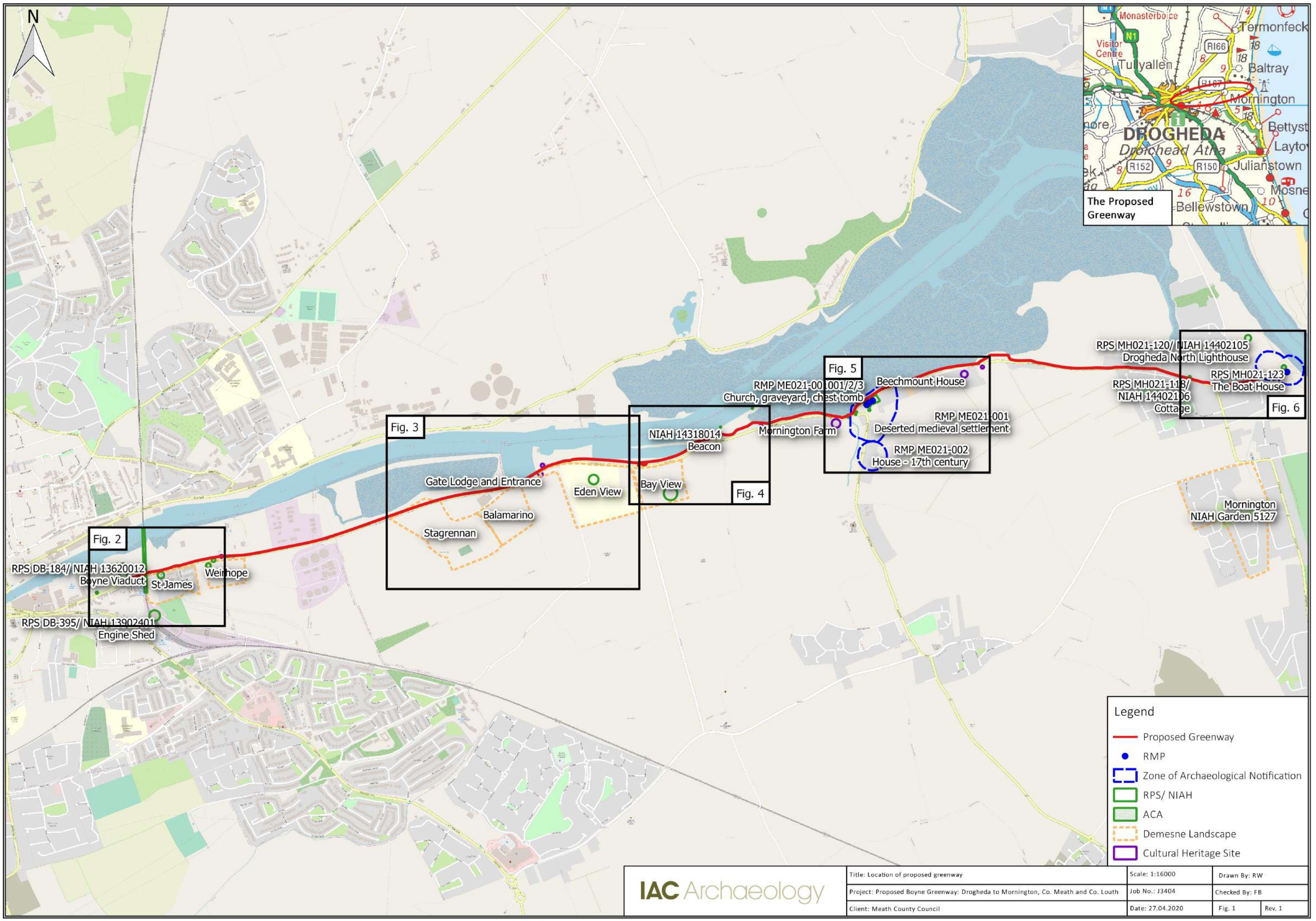
The architectural resource is generally subject to a greater degree of change than archaeological sites, as structures may survive for many years but their usage may change continually. This can be reflected in the fabric of the building, with the addition and removal of doors, windows and extensions. Due to their often more visible presence within the landscape than archaeological sites, the removal of such structures can sometimes leave a discernible '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.

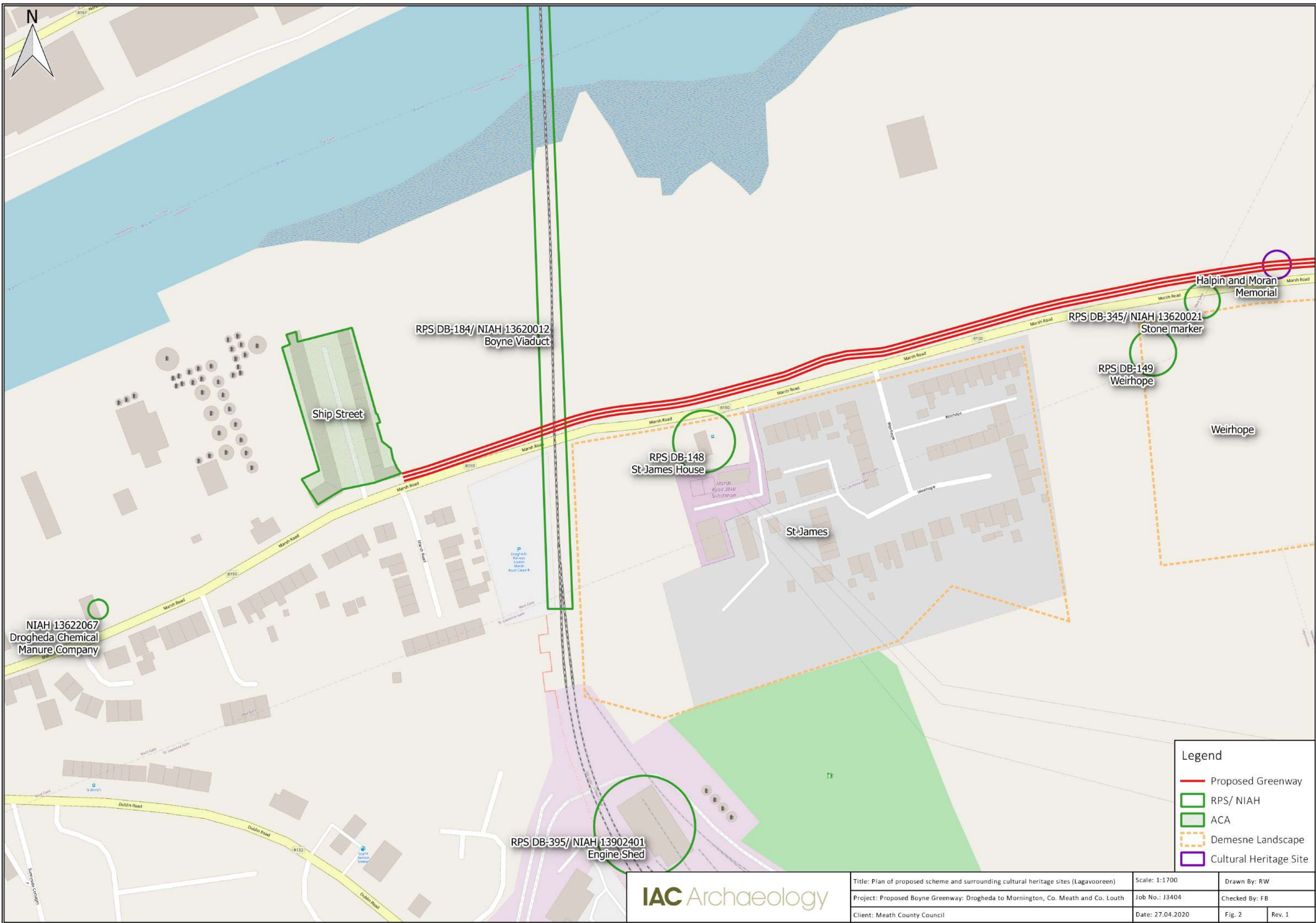
Conservation Assessment consists of a detailed study of the history of a building and can include the surveying of elevations to define the exact condition of the structure. These assessments are carried out by Conservation Architects and would commonly be carried out in association with proposed alterations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

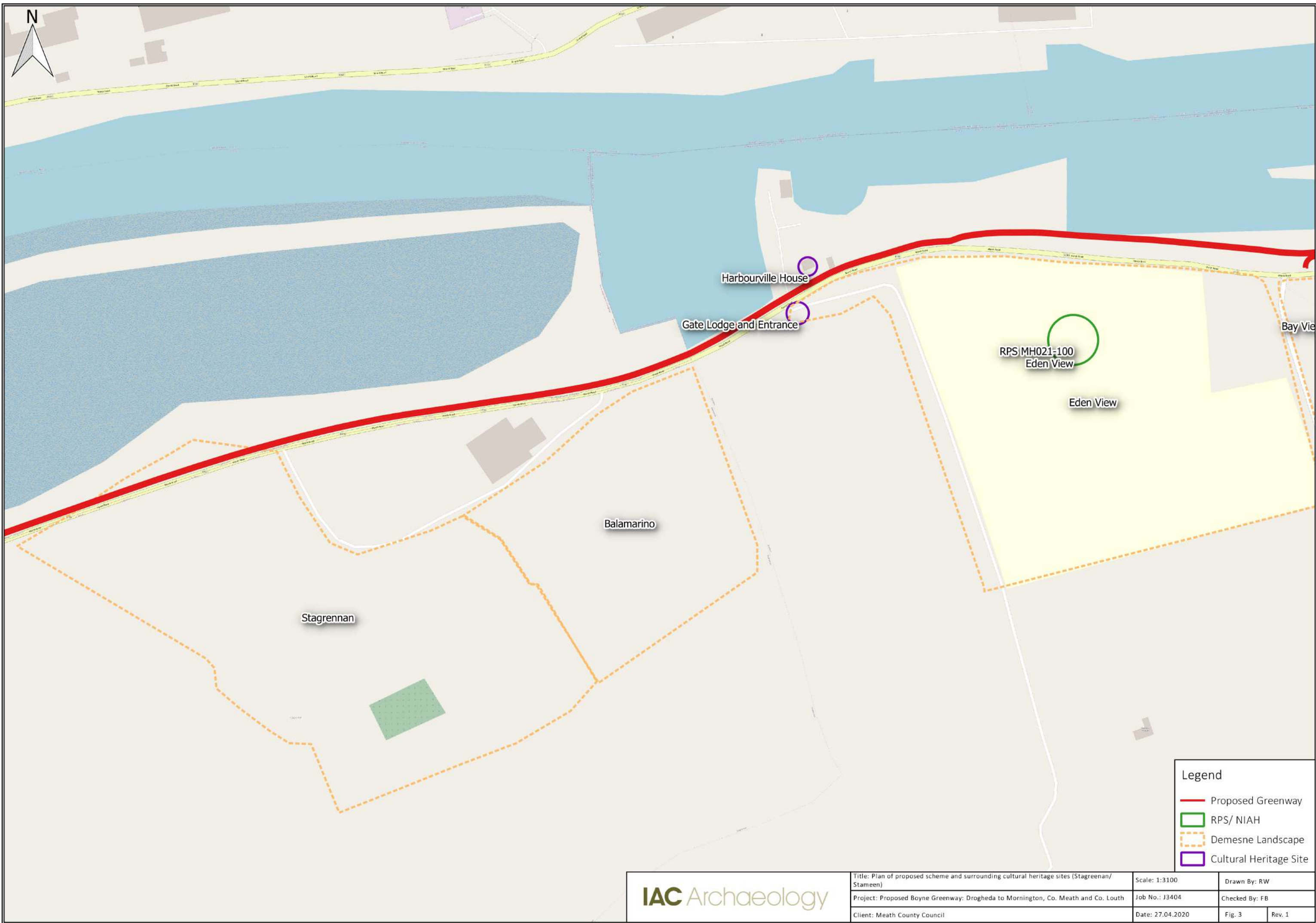
Written and Photographic record provides a basic record of features such as stone walls, which may have a small amount of cultural heritage importance and are recorded for prosperity. Dimensions of the feature are recorded with a written description and photographs as well as some cartographic reference,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





- Legend
- Proposed Greenway
 - RPS/ NIAH
 - ACA
 - Demesne Landscape
 - Cultural Heritage Site

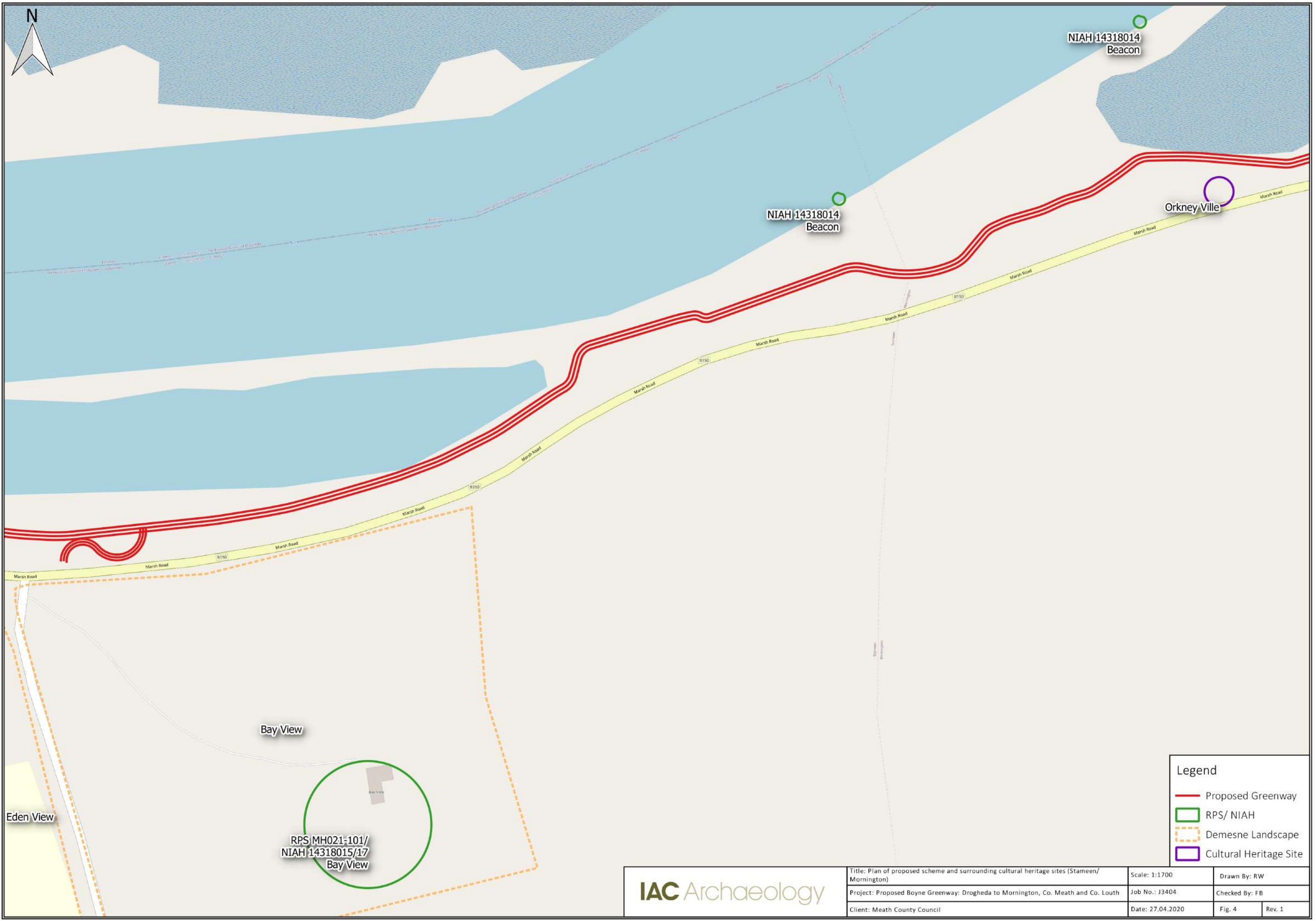
IAC Archaeology	Title: Plan of proposed scheme and surrounding cultural heritage sites (Lagavoreen)		Scale: 1:1700	Drawn By: RW	
	Project: Proposed Boyne Greenway: Drogheda to Mornington, Co. Meath and Co. Louth		Job No.: J3404	Checked By: FB	
	Client: Meath County Council		Date: 27.04.2020	Fig. 2	Rev. 1



Legend

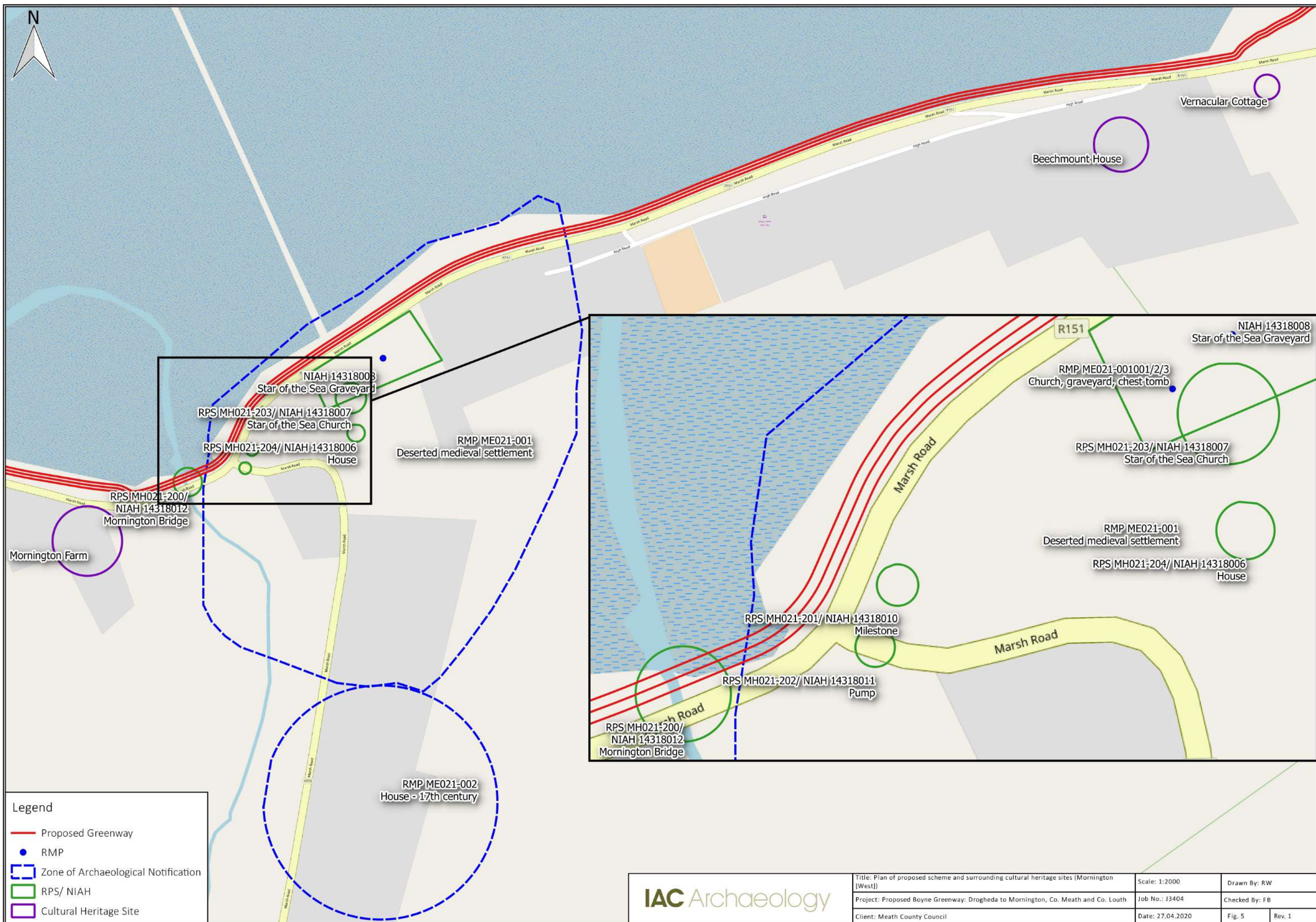
- Proposed Greenway
- RPS/ NIAH
- Demesne Landscape
- Cultural Heritage Site

IAC Archaeology	Title: Plan of proposed scheme and surrounding cultural heritage sites (Stagreenan/ Stameen)		Scale: 1:3100	Drawn By: RW	
	Project: Proposed Boyne Greenway: Drogheda to Mornington, Co. Meath and Co. Louth		Job No.: J3404	Checked By: FB	
	Client: Meath County Council		Date: 27.04.2020	Fig. 3	Rev. 1



- Legend
- Proposed Greenway
 - RPS/ NIAH
 - Demesne Landscape
 - Cultural Heritage Site

IAC Archaeology	Title: Plan of proposed scheme and surrounding cultural heritage sites (Stameen/ Mornington)		Scale: 1:1700	Drawn By: RW	
	Project: Proposed Boyne Greenway: Drogheda to Mornington, Co. Meath and Co. Louth		Job No.: J3404	Checked By: FB	
	Client: Meath County Council		Date: 27.04.2020	Fig. 4	Rev. 1



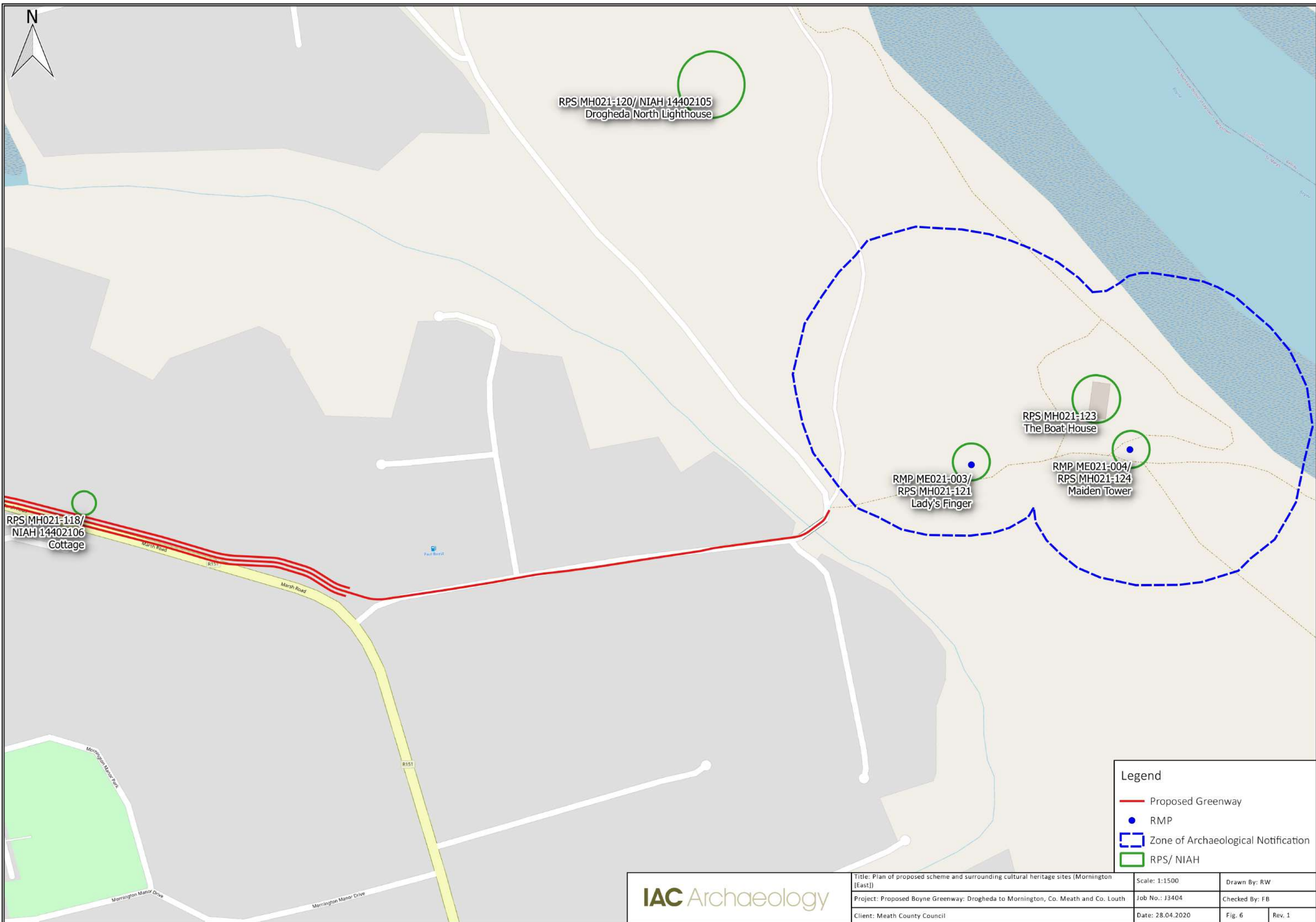




Plate 1 Boyne Viaduct, facing northeast



Plate 2 Boundary walls, facing west-southwest



Plate 3 St James House (RPS DB-148), facing southwest



Plate 4 Entrance to Weirhope (RPS DB-149), facing southeast



Plate 5 Limestone marker (RPS DB-345), facing south



Plate 6 The Halpin and Moran Memorial, facing north



Plate 7 Stagrennan House, facing south



Plate 8 Stink-pipe outside Stagrennan House, facing east



Plate 9 Stone wall to the east of Stargreenan, facing northeast



Plate 10 Proposed scheme adjacent to estuary, facing northeast



Plate 11 Old lodge for Stameen House, facing southeast



Plate 12 Outside Drogheda Grammar School, facing east



Plate 13 Demesne walls of Eden View (RPS MH021-100), facing west



Plate 14 Entrance to Bay View (RPS MH021-101), facing east



Plate 15 Orkney Ville, facing east-northeast



Plate 16 Mornington Bridge (RPS MH021-200), facing southwest



Plate 17 Milestone (RPS MH021-201), facing northeast



Plate 18 Water pump (RPS MH021-202), facing southwest



Plate 19 Graveyard walls (RMP ME021-001002, facing northeast



Plate 20 Stone steps of pier to north of road, facing southwest



Plate 21 Section 3 of proposed greenway, facing east-northeast



Plate 22 Water pump on High Road, facing southeast



Plate 23 Cottage (RPS MH021-118), facing north-northeast



Plate 24 Tower Road, facing west-southwest



Plate 25 Water pump on Tower Road, facing west



Plate 26 Lady's Finger (RPS MH021-121), facing northeast



Plate 27 Lifeboat House and the Maiden Tower (MH021-123/4),
facing east