



Fingal Coastal Architectural Heritage Project

A study undertaken by

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ARCHAEOLOGY | CONSERVATION | HERITAGE | PLANNING

On behalf of



An Chomhairle Oidhreachta
The Heritage Council



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Table of Contents

1.	Introduction	3
2.	Methodology	4
3.	Environment and historic landscape	5
4.	Built heritage	16
5.	Conclusions	22
6.	References	24
	Appendices 1 – 4	25
	1. <i>Protected structures within study area</i>	26
	2. <i>List of sites surveyed</i>	30
	3. <i>Gazetteer of sites</i>	33
	4. <i>Maps</i>	91

1. Introduction

BACKGROUND

An appreciation of Fingal's maritime cultural heritage is central to understanding the interaction over millennia of its coastal communities and landscape. The relevance of the built heritage record in the coastal zone has been enhanced in recent years with increasing development, and the change from subsistence communities to the use of the coast for tourism, leisure and holiday settlement.

John Cronin & Associates [JCA] has been commissioned by Fingal County Council to undertake a Coastal Architectural Heritage Project to facilitate the continued documentation of its Built Heritage and Archaeology. Building on previous inventories of coastal infrastructure and built heritage by the National Inventory of Architectural Heritage (NIAH) and the County Council itself, this study will also fulfill Action 37 of the Fingal Development Plan 2005 - 2011, which seeks to complete information resources on the County's built heritage through themed surveys.

PROJECT STRUCTURE & OBJECTIVES

Specific objectives of this project included:

- The recording of previously unidentified elements of the architectural heritage along the Fingal coast, excluding the harbours at Balbriggan, Skerries, Howth, the Martello Towers and any other structures on the Record of Protected Structures (RPS).
- To digitally map identified structures to allow for integration into the Council's GIS system (ArcView).
- To compile a photographic record of the structures identified.
- To compile and collate historical information relating to coastal architecture in the County.

- To produce a written report describing the results of the work undertaken.

Given the nature and specific objectives of the Heritage Project, and the supporting body of information already generated by the County Council, this undertaking has been largely field-based, facilitating detailed investigation and inventory of the previously unrecorded built heritage of Fingal's extensive coastline.

The fieldwork portion of the project was carried out in two phases:

- **Area 1** comprised the coastline from the County boundary with Meath to Portraine.
- **Area 2** comprised the coastline from Portraine to Sutton.

As per the project brief, survey concentrated on previously un-recorded buildings and structures at the land-sea interface and includes slips, jetties, sea-walls and other buildings and structures which have, or previously had, a maritime function. Structures beyond, but adjacent to the land-sea interface were also included in the inventory if they are deemed to have a direct maritime function or association.

2. Methodology

The project team ensured a thorough programme of site identification through desk- and field-based data gathering and consultation with local stakeholders.

Identification of sites was informed by an in-depth understanding of the role and development of coastal infrastructure, industry and settlement in Fingal's economic and social development.

Desktop Survey

A desktop survey was undertaken to collect and collate all information on recorded and identified coastal architectural heritage within the study area and to develop an historical account of the county's coastal architectural heritage. The main sources of information included:

- Record of Monuments and Places (RMP) for County Dublin
- Sites and Monuments Record (SMR) for County Dublin
- NIAH survey for County Dublin
- OPW: Inventory of Ports and Harbours
- Ordnance Survey mapping
- Aerial Photography
- Works on Irish Engineering Heritage by Ronald Cox (1998 and 2006)

Consultation

Knowledge of the local landscape and maritime tradition was seen by JCA as key to successful survey coverage and reporting of Fingal's coastal architectural heritage. To this end, consultation with local stakeholders and policy bodies was undertaken as an important part of the Coastal Architectural Heritage Project. Consultees included:

- Local landowners
- Property owners
- Port and Harbour Authorities
- Fingal County Council
- Local interest groups (e.g. heritage societies)

- Local diving organisations

Field Survey

Supported by the extensive desktop research, field survey was undertaken in October and November 2009 by an experienced team of qualified built heritage consultants and maritime archaeologists. As per the project objectives, emphasis was placed on the identification and photographic recording of previously unrecorded elements of architectural heritage along the Fingal coast within 100m of the coastline, excluding the harbours of Balbriggan, Skerries, Howth, the Martello Towers and any other structures on the Record of Protected Structures (Appendix 1).

Throughout the field-data gathering process, the location of each coastal structure was checked on the ground using a handheld GPS system and/or through a rigorous review of up-to-date cartographic coverage for the area. This information was added to a site inventory (Appendix 3) which, for each structure, includes:

- Map Information (e.g. Sheet, Individual site number)
- Location (e.g. Name, Address, Townland)
- Classification (e.g. Typology, Use, Date, Condition)
- Significance
- Summary Description (including overall composition and commentary of individual elements)
- Appraisal
- Date of Survey
- List of Photographs
- Any general information

On completion of the inventory, data was synthesised in *ArcGIS* to produce *Shapefiles* and associated *dBASE* tables, which store a summary of the spatial attributes listed above.

3. Environment and Historic Landscape

GEOMORPHOLOGY

Fingal is located on the central lowland region of Ireland and is underlain mainly by Carboniferous limestone, concealed by a mantle of recent glacial moraine (Aalen, Whelan and Stout, 1997).

During the early Carboniferous period (c. 400-350 million years ago), the eastern part of Ireland underwent uplift and erosion. Following this, there was a period of general subsidence in the area. This subsidence permitted the sea to invade the lower ground from the south during the Carboniferous period. Continued subsidence resulted in shallow and then deeper marine sediments accumulating across most of the area that now covers Fingal and Dublin. The depth of the sea and type of seabed varied from place to place, as did the rate of sedimentation and so a variety of soft (*Tober Colleen formation*) and more resilient (*Calp (Lucan) formation*) carbonate sediments were produced in the area.

The combination of exposed areas of the varying carbonate sediments and areas of later resistant rocks of igneous provenance (e.g. at Howth, Lambay and islands at Skerries) have led to differential erosion along the Fingal coast, facilitating the formation of the County's distinctive and diverse coastal landscape.

The combination of geology and the nature of later superficial deposits have provided the Fingal area with largely well-drained fertile soils (Aalen, Whelan and Stout, 1997).

ENVIRONMENT

The Study area is contained within what has been designated as 'Coastal Character Area' within the Fingal County Development Plan's (2005-2011). Forming the eastern boundary of the county, the coastal margin contains a number of significant beaches, islands and headlands that together create an important

landscape of high amenity and scenic value. The land is generally low lying, with the exception of some prominent headlands and hills in the northern part of the area, in addition to Howth peninsula and the offshore islands. Most of the Howth peninsula is covered by the 1999 Special Amenity Area Order (Fingal County Council, 2005).

Area 1: Balbriggan to Portraine

North of Balbriggan, the low-lying coastal landscape is characterised by a series of minor promontories and shallow bays flanking the significant headland at Bremore. Modern development in this area is sparse until the significant settlement of Balbriggan, where the harbour, flanked by a beach to the north, forms a focal point for the town.

Further south the landscape changes, providing a setting for the town and harbour at Skerries. It includes fishing operations, recreational facilities (two beaches), and is a commercial centre. This area's more dramatic character is emphasised by its links to Red Island, attached by a beach-flanked isthmus, and views to the offshore Colt, St. Patrick's and Shenick's Islands (Fingal County Council, 2005). A relatively linear section of coastline to the south of Skerries then gives way to the south-east orientated bay and harbour at Loughshinny, around which a small but established settlement has developed. Originally a fishing village, Loughshinny retains a rural aspect and features a number of vernacular houses, a well-built mid-nineteenth century boathouse and pier. The estate landscapes of Hampton, Ardgillan, and Milverton are distinctive features of the hinterland in this area of Fingal.



1. *Loughshinny Harbour*

The coastal area around Rush, south of Loughshinny, is noted for its intensive horticultural industry and its status as a seaside resort. This section of the coast is flatter than that around Skerries and is a link between these more robust coastlines and the lower-lying more subtle landscapes of the Rogerstown, Malahide, and Portmarnock Estuaries (Fingal County Council, 2005).

The low-lying estuarine landscape of Rogerstown, with its sand spits (Burrow), salt-marshes, mud flats and substantial tidal changes is unique and distinctive. The estuary is sub-divided by the Dublin-Belfast railway line. The landscape west of the railway line has a rural character and is visually severed from the open estuary (Fingal County Council, 2005).

The coastal landscape at Donabate to the south is characterised by a beach and a number of golf courses. The area is dominated by two substantial areas of parkland: Saint Ita's Hospital, Portraine, and Newbridge House (now a public park). There are extensive views of the sea and the lands of Saint Ita's Hospital from the Martello Tower at Portraine village and from Balcarrick along the coast to Lambay Island (Fingal County Council, 2005).

Area 2: Portraine to Sutton

The large Broadmeadow (Malahide) estuary is also sub-divided by the Dublin - Belfast Railway. Inland of the railway, the estuary is impounded and even at low tide the area never dries out. East of the railway there are

extensive mud flats at low tide. The change in aquatic regime has given both areas a distinctive individual character (Fingal County Council, 2005).

The extensively wooded Malahide Demesne (now a public park) signifies a distinct cultural landscape at Malahide. The coastal separation of this area from Portmarnock has facilitated an individual character and identity for both villages. The Velvet Strand, seaward of the Portmarnock golf course, dominates the coastline to the south-east of the town. This spit formation forms the eastern boundary to the extensive and narrow Portmarnock Estuary.

Settlement extends from Baldoyle, just south of Portmarnock, through Sutton, at the entrance to the Estuary, and into Howth. With a total area of 547 hectares, the Howth peninsula includes Ireland's Eye, the heathland, woods, cliffs and wooded residential areas of the south-eastern half of the peninsula.

Between Howth and the boundary with the Dublin City administrative area south of Sutton Strand, the coastal mainland strip, now the suburbs of Dublin, is intensively developed. The natural character of the land-sea interface apparent further north in Fingal has been removed in this area.

DEVELOPMENT OF THE MARITIME HISTORIC LANDSCAPE

With significant evidence of prehistoric settlement and activity throughout the coastline of Fingal, its environmental advantages – easterly orientation, low-lying relatively flat landscape, access to rivers and the coastline with easy landing points, sheltered bay and headland systems, nearby offshore islands and fertile soils – have been recognised for millennia. In addition to the significant early ecclesiastical tradition in the area (e.g. Holmpatrick), Viking, Anglo-Norman and Plantation settlement from the eighth to seventeenth centuries have been drawn by the

area's environment and its proximity to Dublin City and to the western ports of Britain.

The Vikings referred to the area as *Dyflinarskiri*, the hinterland of Dublin (Aalen and Whelan 1992). The original Irish name for Fingal was derived from the old Gaelic *Fionn Gall*, meaning fair strangers, denoting the Norse, whereas south county Dublin was called *Dubh Gall*, meaning dark or black strangers, denoting the occupying Danes (Haliday 1881).

The influence of the maritime environment on local place-names in the region is apparent, for example 'Skerries' derives from the Danish word *skere* meaning rocks or a reef, and *øy* meaning an islet or small island; The prefix 'holm' in Holmpatrick is also of Danish origin, meaning harbour¹ (Skerries Historical Society, 2009); and 'Howth' is believed to derive from the Norse word *hoved* which means 'headland' (Joyce, 1869).

The prevalence of large monastic and private estates (e.g. Hampton, Ardgillan, Milverton, Kenure, Malahide) in Fingal since the Medieval period has influenced the historic development of settlement throughout the region. Small coastal communities within the original estates, in addition to their ports and harbours and water-powered milling industry, have been developed by landowners. These have laid the foundation for Fingal's contemporary urban coastal settlement.

Maritime facilities existed prior to the eighteenth century at Balbriggan, Skerries and Loughshinny, however the Hamilton Family were responsible for the development of the existing harbours between the mid- eighteenth and early-nineteenth centuries. This facilitated a rapid prosperity and the development of a large local fishing fleet and sizable trading base at Balbriggan and Skerries. Loughshinny harbour was completed by the Office of Public Works in 1918. An extension was added in 1945. Larger fishing boats from this area moved to Skerries in the 1950s.

¹ <http://indigo.ie/~skerries/history/>

The smuggling trade became very lucrative at Rush, Loughshinny and other areas of Fingal after the British Government imposed excise duties on a large number of goods. In 1765 the use of the Isle of Man as a centre for warehousing ceased as the British took possession of the island and so about fifty large vessels in the area of Rush alone became involved in the smuggling trade².

Smuggling on Ireland's east coast continued into the nineteenth century to such an extent that it was decided that the Water Guard should be established between Waterford and the Giants Causeway, a distance of 300 miles. In 1822 the force was transferred to the Board of Customs and renamed the Coast Guard. By 1824, a line of stations defended the whole coast of Ireland and the Coast Guards were established as an independent force in Ireland. Lifesaving was not an official function until 1922 - this had been conducted under the auspices of the Board of Trade since 1856 - rather the Coast Guard's main function was the protection of revenue³.

Howth and Malahide were trading ports from at least the fourteenth century. Although never an official port, Malahide enjoyed a substantial goods trade (including smuggling activity) and by the 1850s the main business was fishing with the additional export of grain, meal and flour and the import of coal - approximately 20,000 tons annually (Thoms Directory, 1844). The construction of the railway arches in 1843/4 ended coal trading to Newport at the north-west of Broadmeadows near Lissenhall, which at one stage had its own harbour master.

Although its harbour was not built until the early 1800s, Howth was an official trading port from the medieval period, with both health and duty collection officials supervising from Dublin. In the early eighteenth century, Howth was chosen as the location for the harbour for the mail packet (postal service ship). From 1818, however, due to silting, the harbour

² <http://www.loughshinnyvillage.com>

³ <http://www.coastguardsofyesteryear.org>

needed to be frequently dredged to accommodate the packet and eventually the service was relocated to Dún Laoghaire in 1834⁴.

Material exported from Fingal in the post-medieval period included cotton (e.g. from Skerries Mills) and grain products. Three water mills are recorded between the Delvin River and Skerries. Tidal mills were not nationally as common as those using fresh-water sources; the number around the Irish coast seems to have been relatively small and provisional research has identified around twenty sites, of which eighteen are post-medieval (EHS, 2007). These industrial sites are located on coastlines with a tidal range of over 2m and a nationally important concentration is recorded in the Malahide and Portmarnock hinterland.

ARCHAEOLOGICAL CHARACTER

While a full review of the archaeological heritage of Fingal is outside the scope of this present study, it was decided to present two case studies which highlight the rich heritage of coastal archaeology in the county. The first study is centred on Bremore and highlights the prehistoric archaeology of the area while the other is centred on Portmarnock which typifies post-medieval archaeology in the county.

Case study 1: Bremore

The Bremore area comprises a relatively undeveloped agricultural landscape that extends westwards from a varied coastline that ranges from sheer cliffs to flat sandy beaches. This area has been the focus of human ritual and settlement activity since the Stone Age onwards and has also been the focus of a corresponding amount of archaeological research in recent decades. This research forms the basis for this case-study and it includes surveys of the Bremore passage tomb cemetery (Rynne 1960) and its surroundings (Collins 1997), excavations at sites such as Bremore Castle (Swan 1995; Carroll 2001) and appraisals

of Bremore as an element of a wider archaeological landscape (Cooney 2007). A report commissioned by Fingal County Council on the character of the historic landscape in the Balbriggan area provides an appraisal of Bremore within its immediate and wider environs (Goucher & Deery 2009).



2. Location map: Bremore

Mesolithic Period (c. 7000–4000 BC)

The earliest recorded evidence for human settlement in Ireland dates to the Mesolithic period when groups of hunter-gatherers arrived on the island. The notable concentration of Mesolithic settlement sites along coastlines, river valleys and lake shores indicates that the presence of nearby water body, both as a transport and a food resource, was a primary factor in the pattern of the early colonisation of the island. The structural remains of the unenclosed timber settlements of these early arrivals have left no surface traces but they can often be identified by the presence of coastal shell middens and scatters of stone artefacts in ploughed fields. The presence of hunter-gatherer communities along the north Dublin coastline during the Mesolithic is demonstrated by the discovery of stone artefacts of the period in Howth, Sutton, Knocklea and Malahide. The identification of extensive shell deposits along the beaches in the vicinity of Bremore headland may be an indication of Mesolithic activity in this area.

Neolithic Period (c. 4000–2400BC)

⁴ <http://www.howthboat.ie/thearea.html>

The arrival of agriculture in Ireland marks the beginning of the Neolithic period. The adoption of a more sedentary agrarian lifestyle led to the establishment of permanent settlements based on both arable and livestock farming. The arrival of farming was accompanied by a new form of ritual activity, which was manifested by the construction of megalithic tombs in the landscape. These are part of a wider European funerary tradition and the Irish examples are classified based on their morphology into the following categories: court tombs, portal tombs, passage tombs and wedge tombs.

The passage tomb cemetery on Bremore headland (RMP nos: DU002-001001-005, Preservation Order no. 22/76 & RPS no. 003) contains five visible tombs with a possible sixth example in nearby Knocknagin (RMP no. DU002-010). This type of megalithic tomb was constructed by erecting side and roof stones to create a passageway leading to the burial chamber(s). The entire structure was then sealed by a round stone cairn delimited by kerbstones. The large stones used to construct the tombs indicate that the builders possessed both the engineering skills and available workforce to source, transport and erect the stones. The construction of the passage tombs on Bremore headland has placed the cemetery in a dramatic setting in the landscape that provides an extensive panorama along the coastline to the north and south. The excellent views from the cemetery are matched by the views towards the raised profiles of their stone cairns both from land and sea. While the Bremore passage tomb cemetery provides a striking visual marker of Neolithic ritual activity in this area, field-walking of the surrounding ploughed fields has identified substantial scatters of Neolithic stone tools, and the debitage from their manufacture (Collins 1997). The flint used in the manufacture of these artefacts had been sourced from nodules gathered from the nearby beaches. Neolithic flint artefacts were also recovered during a 2001 archaeological monitoring project along the coastal zone c. 2km to the south of Bremore (Shanahan 2003). The presence of these Neolithic artefacts, both in the immediate and

wider environs of Bremore, demonstrates that the passage tomb cemetery should not be viewed as an isolated feature in the landscape but rather as the visible element of a much larger Neolithic settlement pattern in this region.

As noted in the historic landscape characterisation of the Balbriggan environs commissioned by Fingal County Council (Goucher & Deery 2009), it is considered that the tombs in Bremore and Knocknagin are part of a larger complex of passage tombs. This complex includes the tombs at Gormanstown, Co. Meath (ME028-020 & ME028-021) to the north of the River Delvin and is related to the passage tomb cemetery in Fourknocks. It has been suggested that the concentration of the Bremore/Gormanstown tombs at the mouth of the river Delvin represents the point of entry at a 'natural landing point' of the 'Fourknocks Group' and marks the western expansion of this culture along the Delvin River (Hartnett 1957). This group of passage graves originated from modified Iberian cruciform passage tomb forms and are placed relatively early among Irish Passage Graves (Rynne 1960). They can be regarded as the predecessor of the Passage Grave Culture in Ireland that includes the great ritual complexes such as the Brugh na Bóinne cemetery which is dominated by Newgrange, Knowth and Dowth (Ó Ríordáin 1979).



3. Archaeological complex, Bremore
Bronze Age Period (2400BC-500BC)

The presence of two mound sites (DU002-013, DU002-003) and a *fulacht fiadh* (DU001-0016) on Bremore headland, demonstrate the continuation of both ritual and settlement

activity on the coastal promontory in the Bronze Age period. A field survey of the ploughed fields in this area has also identified the presence of stone artefacts of the period.

Medieval period (5th to 16th century AD)

The discovery by a farmer of a subterranean souterrain in the vicinity of the possible passage tomb in Knockgagin (DU001-012) has been recorded (Clinton 1998). However, it has been noted that this may have in fact been the remains of the passage tomb recorded at this location (Goucher & Deery 2009). The ruins of a late medieval church (DU002-002002) are located at the reputed early monastic site of *Lann Beachaire*, meaning 'the church of the beekeeper', which was founded by St Molaga in the 7th century. Although partially reconstructed in the 20th century, the standing remains of the base of Bremore Castle (DU002-002001 & RPS 014) are 16th/17th century in date but a castle at this site was in the possession of the Barnewall family from the 14th century onwards and was one of their manorial seats in the 16th and 17th centuries.

Post Medieval Period (17th century onwards)

The remains of the 17th century harbour of Newhaven (DU002-015---) are located in a cove at the base of the cliffs on the south side of Bremore headland (Figure 4). The Calendar of Carew Manuscripts (1515-1574) record that James & Margaret Barnewall were granted to build a 'quay or harbour and fisher towne' at Newhaven in 1562 and 'le Newhaven of Brymore', is listed in a Barnewall land deed of 1592. The Downe Survey (1654-1656), which also shows five structures on Bremore Head, describes Newhaven as follows: '*On the North of the Barony stands a point or North of land (extending itself into the sea) called New Haven it being by the industrie of the inhabitants of the towne which stands; near this point made a secure harbour for boates and is a considerable place for fishing*'. A route way leading from the pier is shown on Rocque's 1760 map and this was described as a hedge road in the 19th century (Dalton 1838). The remains of second rubble pier, which is not listed in the RMP, are located

on the stretch of the Knocknagin shoreline to the north of Bremore headland. This pier was associated with the Lowther family who may have arrived from Cumbria in the 17th century. The remains of Lowther Lodge and its associated gardens survive as overgrown ruins and boundary walls in the adjacent field to the west.



4. Remains of rubble pier, Bremore

The Shipwreck Inventory of Ireland lists a total of 12 recorded wrecks off the Bremore/Knockgagin coastline and the majority of these were lost on Cardy Rocks, a reef located just off Bremore headland. The earliest inventory entry for the Bremore coast is the *Europe*, which was lost with its cargo of coal in 1766. The inventory also includes the *Belle Hill*, which was lost off Newhaven in 1875, and a stone cairn erected to the south of the harbour commemorates the drowned sailors. The remains of the *Belle Hill* were visible off Newhaven at low tide up until the 1960s and it is likely that a large zone of wreckage still survives (Goucher & Deery 2009). Given the shipping hazard created by the presence of the Cardy Rocks, in conjunction with the historical use of this section of coast as a landing site, it is probable that the inventory only records a percentage of the actual amount of wrecks off this section of coast.

Case study 2: Portmarnock

The estuarine lands around Portmarnock Bridge contain the remains of a tidal mill listed in the Record of Monuments & Places for County Dublin (RMP DU015-015---).



5. Location map: Portmarnock Mill

Water-powered mills have played an important role in Irish industry since the early medieval period. Their role became more acute during the opening centuries of the Industrial era due in part to the scarcity of indigenous mineral resources and water-powered mills of varying types are a common feature in most Irish towns. The dendrochronological analysis of timbers recovered during the excavation of a tidal mill discovered at the early ecclesiastical site in Nendrum, County Down produced a date of 617 AD, which is the earliest recorded date for this type of mill. There are only a few other recorded pre-sixteenth century Irish tidal mills, such as at Little Island, Co. Cork. There is evidence that tidal mills began to be built again in the seventeenth century but their numbers remained small until there was an increase in their construction during the nineteenth century. Detailed descriptions of the construction and use of tidal mills are provided elsewhere (e.g. Rynne 2006) and a summary account follows.

The first stage in the construction of a tidal mill was the identification of a suitable site, with narrow tidal inlets being the preferred location. These narrow points could be relatively easily dammed in order to create mill ponds that are known to have measured up to 30 acres in extent. The wooden sluice gates operated on a basic pressure principle whereby the incoming tidal waters automatically opened the gates and they were then closed by pressure of the

dammed water once the pond had filled. The advantage of this mill type was the availability of a regular water supply but they were subject to the variability of coastal tides and the optimal periods for their use were the three hours before and after low tide. Due to the low falls of water in estuary sites the tidal mills commonly used undershot wheels where the water was channelled to the wheel through artificial troughs that increased the water pressure. The undershot wheels were initially constructed with flat paddles and many mills upgraded to the more efficient curved vane wheels following their introduction to Ireland in the 1830s.

The historical records indicate that the initial construction of a tidal mill at the inlet at Portmarnock pre-dates the more common nineteenth century examples of this mill type. Indeed two tide-mills are listed among the Portmarnock possessions of St. Mary's abbey at the time of its dissolution in the sixteenth century. Following the dissolution of the abbey its lands and possessions in Portmarnock were initially granted to the Earl of Ormond and eventually came into the ownership of Walter Plunkett in 1663 when the landholding comprised 383 acres and one mill.



6. Extract from John Rocque's map of County Dublin, 1760, indicating the location of the mill at Portmarnock

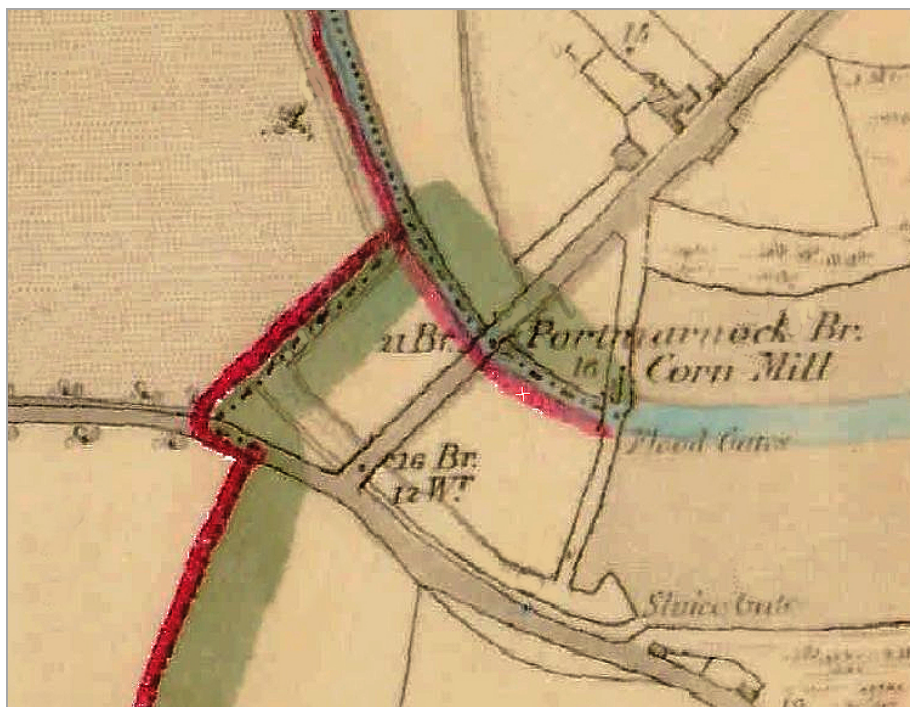
The following extract from a nineteenth century source (D'Alton 1838, 176) provides a brief, and critical, description of the tide-mill at Portmarnock at that time:

"...the hamlet of Portmarnock with the venerable mansion-house of the Plunketts peering from its ancient woods, on the brink of a nameless river that rises above Kinsaly, winds by its old church, and

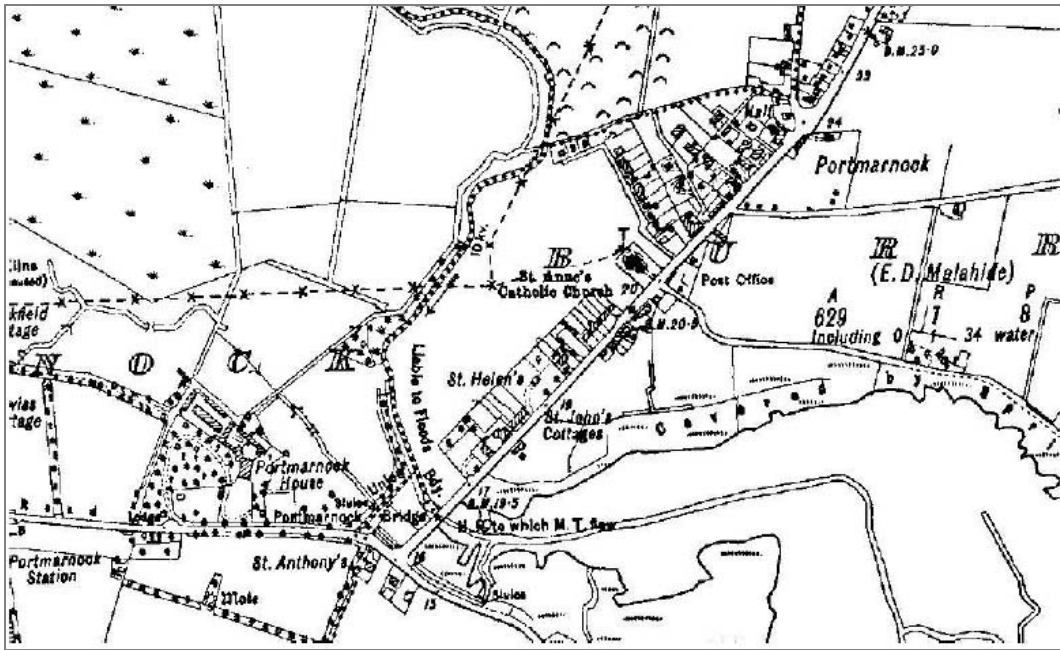
here empties itself into the sea. On the opposite bank is a mill worked by a stream and by an arm of the sea. It is, however, wholly useless in summer and even during a great portion of the winter, although a very trifling expenditure would enhance its advantages to the neighbourhood."

The tidal mill is not included in another 1830s description of Portmarnock provided in *A Topographical Dictionary of Ireland* (Lewis 1837) and this omission, in conjunction with D'Alton's critical account, indicates that it was not seen as a significant milling operation at that time. It is possible that the Portmarnock tidal mill was viewed as an inefficient operation in relation to the newer mills being constructed with nineteenth century technology. The detail on the 1st edition Ordnance Survey (OS) map of 1841 shows a 'corn mill' building on the north side of the inlet in the estuarine margins to the southeast of the bridge (Figure 7). This building is situated adjacent to a linear feature that extends north-south from the Strand Road to the Coast Road and a sluice gate is shown at

the south terminal of this feature. This map also shows a channel extending from the west bank of a section of the river located to the north of the bridge and appears to be a millrace. This channel turns south and flanks the river until it then turns west and eventually connects with the sluice gate. This channel may have been excavated in order to control the water levels in the millpond and this ties-in with D'Alton's description of the mill being worked both by a stream and an arm of the sea. The detail on the 2nd edition map shows that the route of this channel had been changed by the start of the twentieth century (Figure 8). A 1920s description of the mill notes that had been in a dilapidated condition since being unroofed during a 1903 storm. The present day remains of the mill comprise the footing of the mill building walls, the sluice gate, the nineteenth century millrace and fragmentary remains of the walls revetting the mill pond and inlet (Figure 12). There were no visible traces of the flood gates noted during a visual inspection of the site from the bridge.



7. Extract from 1st edition 6-inch map of 1841



8. Extract from 3rd edition 6-inch map of 1906-9



9. Aerial view of the Portmarnock Bridge area (www.bing.com/maps)



10. Oblique aerial view of mill from east (www.bing.com/maps). The foundations of the mill building are indicated by the red rectangle.



11. Oblique aerial view of mill from north (www.bing.com/maps). The foundations of the mill building are indicated by the red rectangle.



12. Mill pond revetment

4. Built Heritage

INTRODUCTION

Fingal's long coastline has had a major role in colouring the nature of its architectural heritage. The coastal zone, which for the purposes of this report is defined as a strip extending c. 100m inland from the shoreline, contains rich and diverse evidence for human occupation dating back to the prehistoric period. The focus of this chapter is the extant architectural heritage dating from the post medieval period (post 1700). This chapter seeks to provide a context for the architectural heritage of the coastal zone and therefore draws on examples of buildings not all of which are within the study area but may be adjacent or close by. The examples quoted are, for the most part, recorded by the National Inventory of Architectural Heritage.

EIGHTEENTH CENTURY

Domestic architecture: The eighteenth century was one of relative peace and prosperity for the landowning classes and many fine country houses were built throughout Fingal County in this period. For example, set somewhat back from the coast, on an elevated site is Ardgillan Castle, a large castellated house with gothic elements, which was originally built by Robert Taylor in 1738. As regards the coastal zone itself, however, there is a general lack of large country houses presumably because sheltered inland sites were more favoured. Nevertheless, there is a scattering of modest country houses along the coastal area of Fingal. Lowther Lodge (Knocknagin townland), which is now in ruins, is an example. The house was built by George Lowther, M.P. for Ardee, in the 1760s. Adjacent to Lowther Lodge, on the shore, are the ruins of a small wharf and retaining wall (Sites 1 and 2, Appendices 2 and 3) which we suggest may have been associated with the house. Other examples of eighteenth century houses in the coastal area are Rogerstown house (NIAH Reference No. 11329017) which was built c.

1780, and Seafield House, a fine Palladian Villa, built c. 1750 (NIAH Reference No. 11336024).

The national inventory of architectural heritage identifies a number of small vernacular dwellings in the coastal zone as being eighteenth century in date. These include a number of thatched houses which may have been fisherman's residences due to their proximity to the shore. Good examples include a pair of conjoined thatched houses at on Sea Road, Malahide (NIAH Reference No. 11344045), an example at Harbour View, Loughshinney (NIAH Reference No. 11318006), and an example at 42 Quay Street, Skerries (NIAH Reference No.11311023). These houses are all single storey and no more than three bays in length.

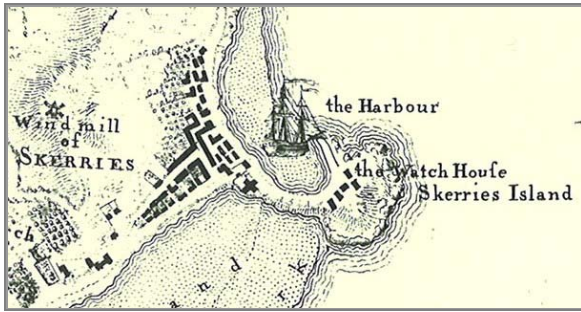


13. Thatched house, Skerries

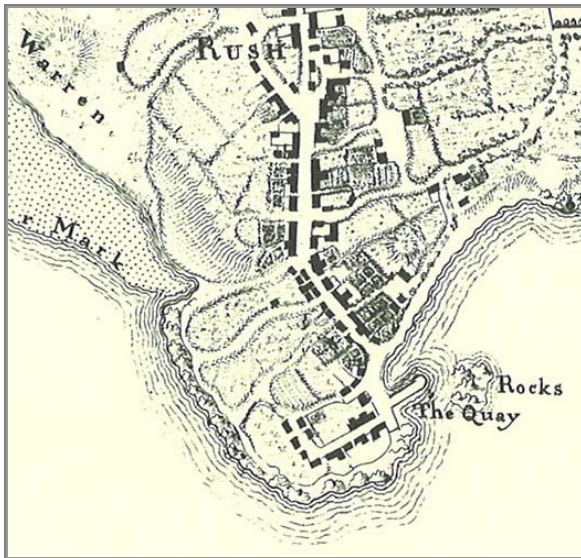
Maritime infrastructure: In the eighteenth century most of the existing harbours in the county were already established as fishing ports but, given the relatively un-indented coastline, the degree of natural shelter present was not adequate to cope with growing maritime activity. As the century progressed and the nineteenth century began, a number of harbours witnessed large scale works often undertaken by improving landlords. The Hamilton Family, for example, undertook the



14 (a)



14 (b)



14 (c)



14 (d)

14(a)-(d). Extracts from John Rocque's Map of County Dublin, 1760 indicating the harbours of (a) Balbriggan; (b) Skerries; (c) Rush; (d) Portraine.

construction of a formal harbour at Balbriggan in the early 1760s to increase Balbriggan's potential as a commercial port. The same family built Balbriggan lighthouse in 1769. In 1755 the Irish Parliament granted £2,000 for the construction of a pier at Skerries, and, in 1767, granted £1,500 more for the same purpose. It subsequently fell into decay, but was repaired, and extended in the nineteenth century. Other ports with piers extant in the eighteenth century include Rush and Portraine.

NINETEENTH CENTURY

Coastal defences: The opening years of the nineteenth century were marked by a sense of unease regarding Napoleon's intentions towards Ireland. In 1798 a force of 900 French troops landed in Mayo where they were quickly routed but the perceived threat remained. As a result a programme of coastal defences was embarked upon the most lasting legacy of which are the Martello towers which form a necklace along the Fingal coastline. (Please note that Martello Towers were not included in the present survey but the twelve towers in Fingal are all Protected Structures). Excellent examples survive at Sutton Creek, Howth, Carrick Hill, Balcarrick, Rush, Drumanagh, Skerries and Balbriggan with two off-shore examples on Ireland's Eye and Shenick's Island. A heavily altered example, known as Hicks Tower, survives in Malahide. The Fingal Martello towers were all constructed c.1804-5 and were built on a circular plan with a tapering profile. The walls are generally of rubble stone and were originally rendered.



15. Martello tower, Balcarrick

Maritime infrastructure: The first half of the nineteenth century saw an upgrading of many of the county's harbours including Howth where new piers and sea walls were constructed between 1807 and 1813. Captain George Taylor was the engineer in charge of the Howth works but the actual plans were developed by Captain Bligh of "Bounty" fame. The completed harbour consisted of two piers built of rubble stone taken from Kilcock Quarries. Dressed granite was sourced from Dalkey and stone for underwater revetments came from Runcorn near Liverpool. In subsequent decades Loughshinny (c.1830), Rush (c.1835) and Skerries (c.1850) were also upgraded.

Lighthouses: A number of lighthouses were also constructed in the nineteenth century. The three-stage granite lighthouse on the east pier, Balbriggan, was constructed in 1817 with an adjoining store building added in 1821. The Baily lighthouse on Dungriffan promontory was constructed by the Ballast Board in the period 1849-1856 to designs by George Halpin. The lighthouse replaced an earlier eighteenth century lighthouse built on Howth Summit in 1790.

Coastguard stations: In 1822 The Irish Coast Guard, part of HM Coastguard, came into being, replacing a number of earlier independent bodies, including the Preventative Water Guard, Revenue Cruisers and Riding Officers, who were concerned with policing the coastline. The role of the Irish Coastguards was revenue-protection and coastal defence and the organisation also acted as a reserve force for the British Navy. After its formation the Irish Coastguard took over pre-existing stations (among them were Water Guard Stations) and set about establishing a number of new coastguard stations around the Irish Coastline. Nationally, the number of Coastguard stations peaked at around 200.

Two Water Guard Stations are indicated on the first edition OS maps of Fingal, one at Skerries and the other at Rush. In addition, five coastguard stations are indicated: Rush;

Rogertsown, south of Rush; Burrow; Quay (Portrairie); Malahide; Baldoyle. By c.1900 four further coastguard stations had been added at Balbriggan, Skerries, Sutton and Loughshinny. Two of the earlier stations, that at Portrairie and the example at Rogerstown in Rush Townland had been rebuilt on new sites. The passage of time has not been kind to the nineteenth century coastguard stations with very few surviving in pristine form. The best surviving example from the nineteenth century is Martello Terrace in Sutton (Site No.: 52, Appendix 3; NIAH Reference No.11366002). This attractive brick-built terrace was built c. 1850.



16. Martello Terrace, Strand Road, Sutton

RNLI Lifeboat Stations: The Royal National Lifeboat Institution was founded in 1824 by Sir William Hilary. Thirty years later, in 1854, a Lifeboat station was established in Skerries. The Skerries coastguard station is no longer extant but a small, random rubble boathouse located near the landward side of the pier is identified as a lifeboat house on the 2nd edition OS map (Site No.: 11, Appendix 3)(Figure 17).



17. Former life boat boathouse, Skerries Pier. (Site No. 11, Appendix 3)

A further lifeboat station (NIAH Reference No. 11305010; RPS No.18) was built adjacent to the Martello at Balbriggan in 1889: it survives although in derelict condition (Figure 18).



18. Former Balbriggan lifeboat station

A boathouse (NIAH Reference No. 11305020; RPS No. 35) also built for the RNLI in Balbriggan in 1889 survives in somewhat better condition. It is located beneath the railway viaduct (Figure 19).



19. Balbriggan viaduct with RNLI boathouse

Railways: The 1830s marked the dawn of the railway age in Ireland. In 1834, Ireland's first stretch of railway line was opened between Dublin and Kingstown (Dún Laoghaire). In 1844 a line between Dublin and Drogheda was opened and in following years it was extended northwards to Dundalk (1849), Jonesborough (1850) and finally to Portadown (1852) where it met the Ulster Railway system. Much of the railway infrastructure was designed by Sir John MacNeill who had been appointed Professor of civil engineering in Trinity College, Dublin, in 1842. The expanding rail network necessitated the construction of a range of associated

structures including embankments, viaducts, stations, tunnels etc. In Fingal the interface between the railway and the coast resulted in the construction of a number of rail bridges and viaducts which spanned the various river mouths and estuaries which punctuate the coastline. However, given that the current Dublin to Belfast line follows the line of the original railway, most of the original estuary crossings (eg. Rogerstown Estuary and Malahide Estuary) have been substantially rebuilt: in both cases the original cut-stone piers still survive supporting a modern superstructure. A fine viaduct survives at Balbriggan. This eleven-arch viaduct was constructed in 1843-4 to designs by Mac Neill. It is constructed of rock-faced cut limestone as was common for railway bridges of the time. Knocknagin Viaduct, which spans the River Delgin, is also of interest in that it is a cast-iron structure erected c.1844 (RPS No.1) (Figure 20).



20. Knocknagin Viaduct

Victorian villas and terraces: The nineteenth century witnessed a virtual explosion in residential development in the coastal zone, aided in no small way by the development of rail connections. The Victorian period saw a great increase in the popularity of the seaside as a holiday and day trip destination and also as a desirable location for permanent residences. Skerries, Sutton and Howth for example have excellent examples of Victorian terraces and Villas which, unlike their Georgian counterparts, face the sea and embrace the coastal views. Glenaveena, now the Stella Maris Convent (NIAH No.11367003), on Carrickbrack Road, Howth, is a good example

of a Victorian villa built in the popular Venetian Gothic style and taking full advantage of its elevated coastal site.

Features typical of Victorian terraces include the use of redbrick, bay windows and decorative barge boards. Examples of Victorian and Edwardian terraces occur throughout the built up areas within the coastal area (Figure 21).



21. South Strand, Skerries

TWENTIETH CENTURY

Coastal infrastructure: A major technical development in the early twentieth century was the arrival of reinforced concrete. The medium was particularly suited to coastal engineering works and quickly replaced stone as the primary material for the construction of sea walls, slipways and piers.

Coastguard stations and lighthouse keepers' houses: A two-storey house located in Rogerstown (Rush townland) is identified on the second edition OS map as a coastguard station (Figure 22) (Site No.: 17, Appendix 3). According to the owners it was built c. 1911 and was converted to two private residences c. 1935.



22. Early 20th century coastguard station, Rogerstown (FCAS 017---).

In 1922, the functions of HM Coastguard were transferred to the Irish Free State and in 1923 the service was renamed the Coast Lifesaving Service. A two-storey, flat-roofed residential terrace located adjacent to the earlier coastguard station at Quay (Portraine) (Site No.: 28) is likely to date to this period (Figure 23).



23. 20th century coastguard houses, Quay, Portraine (FCAS No 028---)

Similar flat-roofed houses were built as lighthouse keeper's residences at Harbour Road, Skerries (RPS Nos. 185, 186, 187, 188) (Figure 24). These houses were built to serve Rockabill lighthouse.



24. 20th Century former lighthouse keepers' houses, Skerries: built for keepers of Rockabill Lighthouse.

Domestic architecture: The Edwardian period is well represented in the Fingal coastal area. There are a number of one-off houses which exhibit Arts and Crafts influences and the Edwardian delight in Mock Tudor style. Examples include Hicks Tower (NIAH No. 11344040), on the Coast Road, Malahide. This is a Martello tower which was remodelled under the architect, Frederick Hicks, c.1911, as an Arts and Crafts style detached house. Sutton House

(NIAH No. 11366001), which was built as a private house in c.1920, was designed by Alfred Darbyshire and exhibits typical Edwardian materials such as brick, terracotta tiles and rough-cast render as well as tudor / gothic detailing to the windows and door opens.

The International style, characterised by asymmetrical composition and cubic forms, was employed in a number of seaside houses in Fingal. An example is Holmpatrick in Skerries (NIAH No. 11311034), which was built c.1940. Typical features include the asymmetrical composition, flat roof, large rectangular windows, and smooth white-painted render. Aisling House, Strand Road, Skerries (NIAH No. 11358044) which was built in 1936 is another example.

5. Conclusions

While the survey carried out as part of this project identifies and describes potential built heritage sites that lie within a fixed coastal corridor, it is clear that the vast bulk of the 54 structures surveyed structures are of “local” or “record only” significance as defined by the National Inventory of Architectural Heritage. As such, they are only of very limited significance from a cultural heritage point of view. Examples of such structures include twentieth century cast concrete piers and jetties, access points to beaches etc. It is evident

that the National Inventory of Architectural Heritage and Fingal County Council’s Record of Protected Structures have been thorough and comprehensive in identifying structures of greatest significance in the coastal zone.

The table below lists a number of newly surveyed structures which might be considered for future listing in the Record of Protected structures.

<i>FCAS Ref. no.</i>	<i>Name</i>	<i>Description</i>	<i>Note</i>
1	Pier, Knocknagin	Ruinous pier associated with Lowther Lodge. C18th?	
3	Pier, Knocknagin	Ruinous pier. C18th?	
4	Pier, Bremore	Ruinous pier. C17th?	Already an RMP
7	Slipway, Tankardstown	Slipway associated with boathouse	Boathouse is on RPS (No. 18)
9	Sea wall, Barnageeragh	19 th century sea wall	
11	Boathouse, Skerries Pier	19 th century boathouse located adjacent to pier and associated with former coastguard station	The boathouse should either be listed as part of the pier (RPS No. 183) or given its own number
12	Sea wall, Skerries	19 th century sea wall	
13	Loughshinny harbour	18 th -19 th century harbour complex	
14	Rush harbour	18 th -19 th century harbour complex	
15	Breakwater, Rush	Breakwater associated with Rush Harbour	Perhaps combine with above site
17	Site of coastguard station,	Retaining wall with slipway	Perhaps combine

<i>FCAS Ref. no.</i>	<i>Name</i>	<i>Description</i>	<i>Note</i>
	Rush	associated with former coastguard station	with above sites
20	Rogerstown pier, Rush	Pier	
23	Bridge, Whitestown	Single-arch road bridge	
24	Rogerstown viaduct	Much altered mid-19th century railway bridge	Perhaps too altered to merit protection
28	Coastguard houses, Quay	Early twentieth century coastguard houses	
29	Boathouse, Quay	Disused stone boathouse	
31	Sea wall, Ballymadrough	Associated with Seapoint	Perhaps already protected as part of curtilage of Seapoint
32	Malahide viaduct	Much altered mid-19th century railway bridge	Perhaps too altered to merit protection
33	Barrack Bridge, Malahide	Single arched road bridge	
41	Retaining Wall, Robswalls	Stone retaining wall	
45	Portmarnock Bridge	Road bridge with brick parapets	
46	Portmarnock Tidal Mill (Site of)	Surface remains of tidal mill	
49	Sea wall, Baldoyle	19 th century sea wall	

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Appendices 1 – 4

1. *Protected structures within study area*
2. *List of sites surveyed*
3. *Gazetteer of surveyed sites*
4. *Maps*

1. Protected Structures within Survey Area

<i>RPS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>
1	Knocknagin	Viaduct	Knocknagin Viaduct off Drogheda Road - Rail bridge over River Delvin, also known as Gormanstown Viaduct
3	Bremore	Prehistoric burial site	Group of five mounds including group of cairns
12	Bremore	Bridge	Railway Bridge – off Drogheda Road
17	Tankardstown	Defence	Martello Tower
18	Tankardstown	Lifeboat Station	Bath House (building to west)
29	Tankardstown	Industrial	Chimney of Smyth's factory
28	Balbriggan	Convent	Marian House
30/31	Balbriggan	Infrastructure	Railway Station
32	Balbriggan	Industrial	Former Smyth's Factory
38	Balbriggan	Harbour	Balbriggan Harbour
37	Balbriggan	Lighthouse	Lighthouse
33	Balbriggan	Industrial	Former Gallen's Factory – Cotton & Linen
36	Balbriggan	Viaduct	Viaduct, Balbriggan Harbour
35	Balbriggan	Lifeboat Station	RNLI Boathouse, Balbriggan Harbour
52	Balbriggan	Church	St. George's Church & Hall
53	Balbriggan	House	Croom House, Seapoint Lane
54	Balbriggan	House	Mc Avinue's House, Seapoint Lane
55	Balbriggan	House	Seapoint House
66-69	Balbriggan	Houses	1-4 The Bower, Fancourt
179	Barnageeragh	Cairn	Cairn
182	Skerries	Thatched House	42 Quay Street
90	Skerries	House	Slieve Donard, 12 Harbour Road
196	Skerries	House / Post Office	11 Strand Street
197	Skerries	Monument	Hamilton Monument, Strand Street
176	Darcystown	Thatched House	New Lane, Balbriggan

<i>RPS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>
183	Townparks	Harbour	Skerries Harbour
184	Townparks	Lifeboat Station	Lifeboat Station (rebuilt?), Harbour Road
185 – 188	Skerries	Residential terrace	28 – 31 Harbour Road
189	Skerries	Martello Tower	Martello Tower
200	Townparks	Garda Station	Skerries Garda Station, 90 Strand Street
199	Skerries	Church	Wesleyan Methodist Church, Strand Street
198	Skerries	House	Ivetta, 34 Strand Street
201	Skerries	Library	Carnegie Free Library, 80 Strand Street
202	Skerries	Church	St. Patrick's RC Church, Strand Street
225		Ecclesiastical	Ecclesiastical Remains, Ruined Church, Bell Tower and Graveyard
226	Townparks	Church	Holmpatrick (C of I) Church, Millar's Lane
214 - 224	Townparks	Terrace of Houses	1 – 11 Holmpatrick Terrace
213	Townparks	House	Ivy House, 42 Holmpatrick
248	<i>Popeshall</i>	<i>Lime Kiln</i>	<i>(possibly same site as above)</i>
249	Loughshinny	Thatched House	Harbour View, Drumanagh Cliffs
250	Loughshinny	Boathouse	Boathouse
252	Drumanagh	Fort	Promontory Fort - Coastal
253	Drumanagh	Martello Tower	Martello Tower
259	Rush	Prehistoric	Passage Tomb & Cist
260	Rush	Church	Kenure C of I Church, Skerries Road
261	Rush	Clubhouse	Rush Cricket Clubhouse, Skerries Road
262	Rush	Parsonage	Kenure Parsonage, Skerries Road
264	Rush	Thatched House	Old Kilbush House, Kilbush Lane
265	Rush	Martello Tower	Martello Tower
275	Rush	Ritual Site	Holy Well possible
538	Portraine Demesne	Ritual Site	Holy Well – St. Kenny's
543	Balcarrick	Martello Tower	Martello Tower

<i>RPS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>
504	Corballis	House	16 th /17 th century
503	Corballis	Earthwork	Earthwork
502	Kilcrea	Bridge	Metal Railway Bridge
501	Kilcrea	Mill	Tide Mill
499	Kilcrea	Burial	Graveyard
379	Seatown East	Castle - Tower House	Seatown House
380	Malahide	Thatched House	Sea Road, Malahide
423	Malahide	Bridge	Malahide Railway Bridge, The Strand
388	Malahide	Railway Station	Railway Station, Signal Box, Pedestrian Bridge and Entrance
390	Malahide	Ritual Site	St. Sylvester's Holy Well, Old Street
389	Malahide	Ecclesiastical	St. Sylvester's RC Church, Dublin Rd.
409-419	Malahide	Residential Terrace	1-12, St. James Terrace Upper – No. 1 was residence of officer in charge of Malahide coastguard.
437	Robswalls	Ecclesiastical	St. Andrew's (Cof I) Church, Church Rd
421	Robswalls	Martello Tower	Remains of original higher road in front of Hick's Tower and further along towards Portmarnock.
422	Robswalls	Robswalls Castle	Robswalls Castle – also possible remains of old harbour or pier appears on beach after storms shift sands near above castle
444	Robswalls	Ritual Site	St. Patrick's Holy Well
476	Carrickhill	Martello Tower	Martello Tower
477	Burrow	Earthworks	Ring ditch possible
784	Burrow	Ecclesiastical	Church, Ritual Site, Ogham Stones, Graveyard and Memorial Stone
475	Portmarnock	Earthwork	Barrow / Mound Barrow
544	Baldoyle	Ecclesiastical	St. Peter and St. Paul's RC Church
546	Burrow	Railway Station	Sutton Railway Station
547	Burrow	House	Station Master's House
593	Burrow	House	Eskeragh, 18 Burrow Road, Sutton

<i>RPS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>
555	Howth Demesne	Ecclesiastical	Howth Presbyterian Church,Howth Road
554	Howth Demesne	Manse	The Manse, Howth Road, Howth
594	Howth Demesne	Ecclesiastical	St. Mary's C of I Church
556	Howth Demesne	Country House	Howth Castle, Howth

2. List of surveyed sites

<i>FCAS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>	<i>X</i>	<i>Y</i>
001---	Knocknagin	Maritime Infrastructure	Harbour associated with Lowther House	318951	266065
002---	Knocknagin	Maritime Infrastructure	Retaining wall	319025	266071
003---	Knocknagin	Maritime Infrastructure	Wharf structure	319300	265978
004--	Bremore	Maritime Infrastructure	C17th Quay	319817	265695
005---	Tankardstown	Stone structure (one of a pair)	Function uncertain	320177	264455
006---	Tankardstown	Stone structure (one of a pair)	Function uncertain	320177	264455
007---	Tankardstown	Maritime Infrastructure	Slip and lifeboat station	320248	264438
008---	Tankardstown	Maritime Infrastructure	Bathing Pools	320241	264453
009---	Barnageeragh, Skerries	Maritime Infrastructure	Sea Wall	323731	261151
010---	Skerries	Vernacular building	Possible warehouse	325127	260671
011---	Skerries	Maritime Infrastructure	Boathouse, Harbour Rd,	325402	260772
012---	Skerries, Holmpatrick	Maritime Infrastructure	Sea Wall	325875	259610
013---	Loughshinny	Maritime infrastructure	Harbour	327215	256856
014--	Rush	Maritime infrastructure	Harbour	327379	254286
015---	Rush	Maritime Infrastructure	Breakwater	327302	254330
016---	Rush	Maritime infrastructure	Boundary wall and slip at site of former coastguard station	327249	254248
017---	Rush	Maritime infrastructure	Coastguard station	325285	252802
018---	Rush	Maritime infrastructure	Jetty, 2nd ed	324822	252833
019---	Rush	Maritime infrastructure	Possible warehouse	324801	252867
020---	Rush	Maritime infrastructure	Pier	324781	252855
021---	Burrow	Maritime infrastructure	Pier	324636	252704
022---	Whitestown	Maritime infrastructure	Sluice	324604	253202
023---	Whitestown	Maritime infrastructure	Bridge	324437	253171
024---	Rogerstown/Beaverstown	Railbridge	Rogerstown Viaduct	322870	251793

<i>FCAS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>	<i>X</i>	<i>Y</i>
025---	Beaverstown	Maritime infrastructure	Quay Possible	323270	251571
026---	Portraine	Maritime infrastructure	Sluice	324449	251434
027---	Burrow	Vernacular house	Corrugated beach house	325296	251218
028---	Quay	Coastguard Houses	Coastguard Houses	326251	250502
029---	Quay	Maritime infrastructure	Boathouse	326353	250508
030---	Quay	Maritime infrastructure	Slipway	326352	250488
031---	Ballymadrough	Maritime Infrastructure	Sea Wall	320565	247829
032---	Malahide	Infrastructure	Viaduct (under repair)	322574	246956
033---	Malahide	Bridge	Barrack Bridge	320970	245767
034---	Malahide Demesne	Maritime Infrastructure	Concrete structure	322087	246493
035---	Malahide	Maritime Infrastructure	Wooden mooring post	322848	246256
036---	Malahide	Maritime Infrastructure	Concrete slip	322858	246283
037---	Malahide	Maritime Infrastructure	Steps and retaining wall	322887	246226
038---	Malahide	Maritime Infrastructure	Stone sea wall, pedestrian walk with railings	322951	246193
039---	Malahide	Maritime Infrastructure	Stone steps from walkway to beach (only two stone steps survive)	323180	246158
040---	Robswalls	Maritime infrastructure	Concrete steps with metal railing	324152	245626
041---	Robswalls	Maritime infrastructure	Stone retaining wall	324315	245555
042---	Robswalls	Maritime infrastructure	Jetty	324831	245100
043---	Burrow	Maritime infrastructure	Concrete projection	324784	244333
044---	Portmarnock	Maritime infrastructure	Remains of timber groin	324811	241039
045---	Mayne	Bridge	Portmarnock Bridge	323565	242472
046---	Mayne	Mill	Portmarnock Corn Mill	323576	242464
047---	Mayne	Bridge	Mayne Bridge	323976	241502
048---	Baldoyle	Maritime infrastructure	Concrete slipway	324776	240087
049---	Baldoyle	Maritime infrastructure	Retaining stone wall and walkway	324823	240004
050---	Howth	Maritime infrastructure	Pier and Quay	328914	239148

<i>FCAS No.</i>	<i>Townland</i>	<i>Classification</i>	<i>Detail</i>	<i>X</i>	<i>Y</i>
051---	Sutton South	Maritime infrastructure	Concrete and stone retaining wall	326444	237832
052---	Sutton South	Houses	Martello Terrace (6 houses)	326335	238330
053---	Sutton South	Maritime Infrastructure	Bottle Quay	326611	237502
054---	Burrow	Maritime infrastructure	Remains of concrete and timber groin	325820	239149
055---	Burrow	Maritime infrastructure	Stone retaining wall	324137	238971

3. Gazetteer of surveyed sites

Site No.: 1



Map Info

County Code	DU
Map Type	1:5000 / 6"
Map Sheet	2514 / DU002
Site Number	FCAS 001---

Location

Name	
Street Name	
Town	
Townland	Knocknagin
Irish National Grid	318951, 266065

Classification

Original Type	Pier
In Use As	No longer in use (in ruins)
Additional Use	
Historical Use	Pier
Date From & To	1740-1780
Condition	Ruinous
Designation	

Categories of Special Interest: Architectural, historical, technical, social, archaeological

Rating: Regional

Summary Description: Ruins of harbour/pier, built c.1760. Remains consisting of large boulders jutting into the sea. Located east of Lowther house and lodge.

Appraisal: This pier is of historical importance due to its association with Lowther House and Lodge. Lowther Lodge was built by George Lowther, M.P. for Ardee in the 1760s. It is assumed that the harbour was constructed around this time also.

Date of Survey: 9th November 2009

Associated Photographs: (1) Boulders, and (2) View from north

Site No.: 2



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2512
Site Number	FCAS 002---

Location

Name	
Street Name	
Town	
Townland	Knocknagin
Irish National Grid	319025, 266071

Classification

Original Type	Retaining wall
In Use As	Retaining wall
Additional Use	
Historical Use	
Date From & To	1730-1770
Condition	Poor
Designation	

Categories of Special Interest: Architectural

Rating: Local

Summary Description: Section of rubble limestone retaining wall, built c. 1750. Now overgrown with vegetation. Square-headed opening to wall.

Appraisal: In a ruinous state, this section of walling is of limited architectural significance. It probably dates to the post-medieval period and its function is unknown.

Date of Survey: 9th November 2009

Associated Photographs: (1) Wall; (2) Opening; (3) View from north

Site No.: 3



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2514
Site Number	FCAS 003---

Location

Name	
Street Name	
Town	
Townland	Knocknagin
Irish National Grid	319300, 265978

Classification

Original Type	Pier
In Use As	No longer in use (in ruins)
Additional Use	
Historical Use	
Date From & To	1740-1780
Condition	Ruinous
Designation	

Categories of Special Interest: Technical, social, archaeological

Rating: Regional

Summary Description: Ruins of pier consisting of large boulders, built c. 1760.

Appraisal: Even though this pier is now in ruins, it is of some social and historic significance as a relic of the maritime activity in Fingal which traditionally supported the economy of the locality.

Date of Survey: 9th November 2009

Photos: (1) Wharf, and (2) View from north

Site No.: 4



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2514
Site Number	FCAS 004---

Location

Name	
Street Name	
Town	
Townland	Bremore
Irish National Grid	319817, 265695

Classification

Original Type	Pier
In Use As	Not in use (In ruins)
Additional Use	
Historical Use	Pier
Date From & To	17 th century
Condition	Ruinous
Designation	RMP: DU002-015---

Categories of Special Interest: Architectural, technical, social, archaeological.

Rating: Regional

Summary Description: Remnants of stone pier consisting of large boulders jutting into the sea, built C17th.

Appraisal: This pier is of archaeological significance as it is believed to be a rare survival from the seventeenth century.

Date of Survey: 9th November 2009

Photos: (1) Quay; (2) View from north, and (3) View from south

Site No.: 5



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2584
Site Number	FCAS 005---

Location

Name	
Street Name	
Town	
Townland	Tankardstown
Irish National Grid	320177, 264455

Classification

Original Type	Unknown
In Use As	Not in use: remnants of stone structure
Additional Use	Unknown
Historical Use	Unknown
Date From & To	1750-1800
Condition	Ruinous
Designation	

Categories of Special Interest: Architectural, archaeological

Rating: Record only

Summary Description: Remnants of one of a pair of stone structures, built c. 1750. Now ruinous and roofless. Sections of rubble stone limestone walls having fragments of early render. Small section of one of the walls is constructed of red brick. Function of structure unknown.

Appraisal: In a ruinous state, this structure is of limited architectural significance. It probably dates to the post-medieval period and its function is unknown.

Date of Survey: 9th November 2009

Photos: (1) Stone structure; (2) Rubble stone and red brick walls; (3) View from east, and (4) View from south

Site No.: 6



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2584
Site Number	FCAS 006---

Location

Name	
Street Name	
Town	
Townland	Tankardstown
Irish National Grid	320177, 264455

Classification

Original Type	Unknown
In Use As	Not in use: remnants of stone structure
Additional Use	Unknown
Historical Use	Unknown
Date From & To	1750-1800
Condition	Poor
Designation	

Categories of Special Interest: Architectural, archaeological

Rating: Record only

Summary Description: Remnants of one of a pair of stone structures, built c. 1750. Now ruinous and roofless. Sections of rubble stone limestone walls having fragments of early render. Square-headed window openings (or niches?) to west wall. Function of structure unknown.

Appraisal: In a ruinous state, this structure is of limited architectural significance. It probably dates to the post-medieval period and its function is unknown.

Date of Survey: 9th November 2009

Photos: (1) Stone structure; (2) Window openings; (3) View from north, and (4) View from south

Site No.: 7



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2584
Site Number	FCAS 007---

Location

Name	
Street Name	
Town	
Townland	Tankardstown
Irish National Grid	320234, 264438

Classification

Original Type	Slipway
In Use As	Slipway
Additional Use	
Historical Use	
Date From & To	1880-1890
Condition	Poor
Designation	

Categories of Special Interest: Architectural, social

Rating: Regional

Summary Description: Cut-stone slipway leading from lifeboat station to sea with rubble stone ramp to north, built c.1890.

Appraisal: This structure makes an attractive group along with the, now derelict, coastguard station and boat house (RPS No. 18). The cut-stone slipway attests to high quality craftsmanship.

Date of Survey: 9th November 2009

Photos: (1) Slipway; (2) Rubble stone ramp, and (3) Slipway

Site No.: 8



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU002 / 2584
Site Number	FCAS 008---

Location

Name	
Street Name	
Town	
Townland	Tankardstown
Irish National Grid	320241, 264453

Classification

Original Type	Bathing pools
In Use As	Bathing pools
Additional Use	
Historical Use	
Date From & To	1930-1950
Condition	Good
Designation	NIAH 11305010

Categories of Special Interest: Architectural, social

Rating: Local

Summary Description: Remnants of mass concrete bathing pools to south of lifeboat station having series of mass concrete steps, built c. 1940.

Appraisal: The remaining elements of the public bathing pool are an important survival in Tankardstown, serving as a reminder of the town's history as a seaside resort.

Date of Survey: 9th November 2009

Photos: (1) Remains of bathing pool and steps

Site No.: 9



Map Info

County Code	DU
Map Type	1:5000 / 6"
Map Sheet	2651 / DU005
Site Number	FCAS 009---

Location

Name	
Street Name	
Town	Skerries
Townland	Barnageeragh
Irish National Grid	323731, 261151

Classification

Original Type	Sea wall
In Use As	Sea wall
Additional Use	
Historical Use	Sea wall
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical

Rating: Local

Summary Description: Section of stone sea wall, with battered profile, built c.1840. Wall constructed of rubble stone having coursed limestone to base and rusticated stone coping to parapet. Series of square-headed overflow openings to wall. Sited enclosing strand to north of Skerries.

Appraisal: This section of sea wall has been constructed using locally-sourced materials, thereby assimilating well into the landscape, and forms an attractive feature in the townscape. The construction of the wall in finely coursed limestone blocks and rubble stone attests to high quality engineering works carried out in the nineteenth century.

Date of Survey: 4th November 2009

Photos: (1) Section of sea wall; (2) Coursed limestone; (3) Opening; (4) View from north, and (5) View from south

Site No.: 10



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU005 / 2652
Site Number	FCAS 010---

Location

Name	
Street Name	Quay Street
Town	Skerries
Townland	
Irish National Grid	325127, 260671

Classification

Original Type	Warehouse/store
In Use As	Disused
Additional Use	
Historical Use	Warehouse/store
Date From & To	1870-1910
Condition	Poor
Designation	

Categories of Special Interest: Social

Rating: Local

Summary Description: End-of-terrace three-bay two-storey former warehouse, built c. 1890. Now derelict. Pitched slate roof having clay ridge tiles and replacement guttering. Roughcast render to front (east) elevation having rubble stone wall to south gable with remnants of early render. Square-headed window openings to front elevation (now boarded up). Square-headed door opening to first floor of front elevation having timber battened door. Square-headed door opening to front elevation having replacement steel double doors. Warehouse faces onto Quay Street.

Appraisal: Despite being derelict and having lost its original windows and doors, this former warehouse is of significance as it represents a component of the commercialization and industrialization of the town of Skerries.

Date of Survey: 5th November 2009

Photos: (1) Front elevation and south gable; (2) South gable; (3) Door; (4) View from south and (5) View from north

Site No.: 11



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU005 / 2652
Site Number	FCAS 011---

Location

Name	
Street Name	Skerries Pier
Town	Skerries
Townland	
Irish National Grid	325484, 261158

Classification

Original Type	Life Boat boat-house
In Use As	Shop
Additional Use	
Historical Use	Boat house
Date From & To	1800-1840
Condition	
Designation	

Categories of Special Interest: Social

Rating: Local

Summary Description: Small, single storey, rubble-built structure on simple rectangular plan. Gable-ended with pitched, slate-clad roof with barges. Square-headed window ope with upvc window. Square-headed doorway. Located at landward end of Skerries Pier.

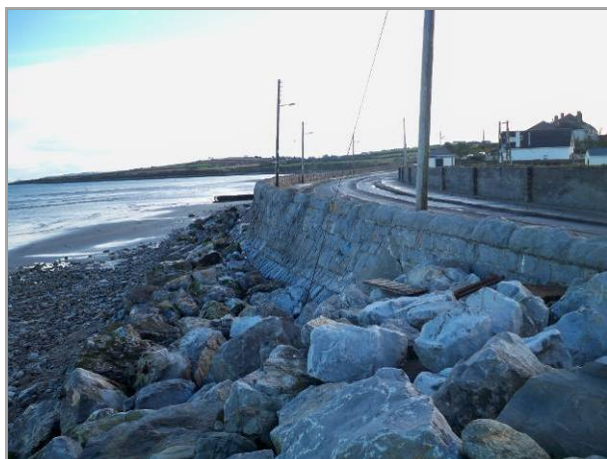
Appraisal: A picturesque, small-scale building which forms an integral part of the Skerries Harbour complex. It is one of the few surviving structures associated with the former Coastguard/Waterguard station which was located adjacent to the north east.

Date of Survey: 22/9/2010

Photos: (1) Side elevation; (2) Front elevation; (3) Side elevation, and (4) General view

General information: The building is indicated but un-named on the 1st edition OS map. On the second edition it is labeled "Lifeboat Ho.".

Site No.: 12



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU005 / 2652
Site Number	FCAS 012---

Location

Name	
Street Name	
Town	Skerries
Townland	
Irish National Grid	325875, 259610

Classification

Original Type	Sea wall
In Use As	Sea wall
Additional Use	
Historical Use	Sea wall
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical

Rating: Local

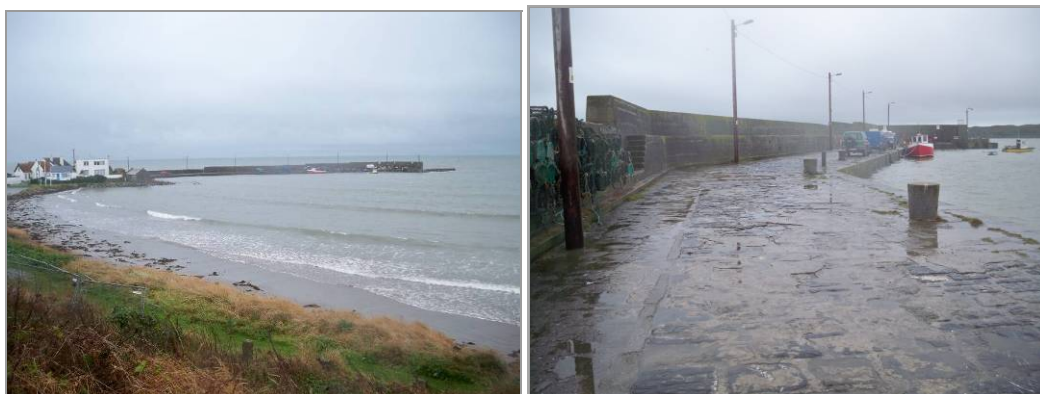
Summary Description: Section of random rubble limestone sea wall, built c.1840, with base batter, and rusticated limestone coping to parapet. Series of later addition square-headed overflow openings to wall. Sited enclosing strand to south of Skerries.

Appraisal: This section of sea wall has been constructed using locally-sourced materials, thereby assimilating well into the landscape, and forms an attractive feature in the townscape. The construction of the wall in limestone blocks and rubble stone attests to high quality engineering works carried out in the nineteenth century.

Date of Survey: 5th November 2009

Photos: (1) Sea wall; (2) Opening; (3) Coping; (4) View from south, and (5) View from north

Site No.: 13



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2722
Site Number	FCAS 013---

Location

Name	Loughshinny Harbour
Street Name	
Town	Loughshinny
Townland	
Irish National Grid	327357, 256857

Classification

Original Type	Harbour/Pier
In Use As	Harbour/Pier
Additional Use	
Historical Use	Harbour/Pier
Date From & To	1810-1850
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical, social

Rating: Regional

Summary Description: Harbour pier, built c. 1830 on L-shaped plan (NIAH Ref: 11318007). Dressed limestone and granite pier having stepped roughcast rendered walls. Stone plaque located on wall with inscription, "the Lambay islands". Granite steps leading to water level. Group of cast-iron and cut-stone mooring posts to pier. Two-bay single-storey flat-roofed fisherman's storage shed on pier having roughcast rendered walls and square-headed window and door openings. Granite steps with cast-iron railings leading to cut-stone breakwater to east of pier. Single-storey, gable-fronted boathouse, built c.1880 of rusticated ashlar, located adjacent to pier (RPS 250, NIAH Ref. 11318005).

Appraisal: This harbour is of considerable significance for its associations with the maritime industry in Loughshinny that has traditionally supported the economy of the locality. The pier, which is of technical importance, incorporates fine stone work indicative of high quality engineering. The pier presents a prominent and attractive landmark in the harbour area of Loughshinny.

Date of Survey: 17th November 2009

Photos: (1) Pier; (2) Stepped wall; (3) Plaque; (4) Fisherman's storage shed; (5) Granite steps; (6) Steps and breakwater, and (7) View from south

Site No.: 14



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 014---

Location

Name	Rush Harbour
Street Name	
Town	Rush
Townland	
Irish National Grid	327379, 254286

Classification

Original Type	Harbour/Pier
In Use As	Harbour/Pier
Additional Use	
Historical Use	Harbour/Pier
Date From & To	1810-1850
Condition	Good
Designation	NIAH 11324013

Categories of Special Interest

Architectural, technical, social

Rating

Regional

Summary Description: Harbour pier, built c. 1830, on L-shaped plan (NIAH Ref. 11324013). Coursed and rubble stone limestone pier and walls with limestone steps leading to water level. Sections of wall having remnants of early render. Coursed limestone curved sea wall to west of pier having base batter, buttresses and cut-stone coping to parapet. Group of painted stone mooring posts to harbour.

Appraisal: This harbour is of considerable significance for its associations with the maritime industry in Rush that has traditionally supported the economy of the locality. The pier, which is of technical importance, incorporates fine stone work indicative of high quality stone masonry. The pier presents a prominent and attractive landmark in the harbour area of Rush.

Date of Survey: 17th November 2009

Photos: (1) Pier; (2) Limestone steps; (3) Wall; (4) Sea wall, and (5) View from north

Site No.: 15



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 015---

Location

Name	Rush Harbour breakwater
Street Name	
Town	Rush
Townland	
Irish National Grid	327302, 254330

Classification

Original Type	Breakwater
In Use As	Breakwater
Additional Use	
Historical Use	Breakwater
Date From & To	1830-1850
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical, social

Rating: Regional

Summary Description: Mid- nineteenth century breakwater protecting the northern side of Rush Harbour. The structure has a battered profile and rounded top and is built of rock-face ashlar.

Appraisal: A well-built example of nineteenth century maritime engineering and an important element in the harbor complex at Rush.

Date of Survey: 22/9/2010

Photos: (1) Detail; (2) Detail; (3) General view, and (4) General view

Site No.: 16



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 016---

Location

Name	
Street Name	
Town	Rush
Irish National Grid	327249, 254248

Classification

Original Type	Coastguard Station
In Use As	Public park
Additional Use	
Historical Use	Coastguard Station
Date From & To	1780-1820
Condition	Ruinous
Designation	

Categories of Special Interest: Architectural, historical, social

Rating: Regional

Summary Description: Site of former coastguard station, built c. 1800, now demolished and site in use as a park. Roughly dressed limestone containing wall to east, rendered in places and having soldier capping. Round-headed and square-headed openings to wall having cut limestone block-and-start surrounds, round-headed opening now blocked with replacement render lintel to square-headed opening. Flight of render steps leading from beach through square-headed opening. Slipway to front comprises roughly dressed limestone blocks. Tapered elongated roughly dressed limestone breakwater to north of site. Original site set back from road with replacement rubblestone wall to roadside.

Appraisal: Originally a coastguard station, this site forms an integral part of the maritime history of Rush. Although the main building is gone the scale of the site is still evident in the high containing wall and associated slipway and breakwater. The Coast Guard was charged with combating smuggling as well as search and rescue. The openings and slipway to the east wall allowed direct and quick access to the sea.

Date of Survey: 9/10/09

Photos

(1) View from north; (2) East wall from south; (3) Detail of openings from east; (4) Detail of door from east; (5) Slipway from east, and (6) View from south-east

General Information: Marked on OS 1& 2. Appears as row of five buildings on OS 2

Site No.: 17



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 017---

Location

Name	
Street Name	
Town	Rogerstown
Townland	Rush
Irish National Grid	325270, 252828

Classification

Original Type	Coastguard station
In Use As	Dwelling
Additional Use	
Historical Use	Coastguard station
Date From & To	1905-1915
Condition	Good
Designation	

Categories of Special Interest: Architectural, historical, social

Rating: Local

Summary Description: Detached four-bay two-storey former coastguard station, built 1911, divided into private houses c. 1935, with lean-to porches to front (north) elevation, single-storey extension to west elevation and two-storey extension to rear (south) elevation. Hipped slate roof with redbrick chimneys and uPVC rainwater goods. Rendered walls to eastern end with exposed limestone to eastern end, rendered walls to porches. Square-headed window openings with replacement timber and uPVC windows, render sills and rendered surround to first floor eastern end. Square-headed door opening with uPVC and replacement glazed timber door. Set within its own grounds.

Appraisal: Originally built as a coastguard station this building is located on an elevated site overlooking the sea. It forms part of a larger group of maritime structures in Rush harbor. Although now converted into private homes the building retains heritage fabric such as chimneys and roof slates, adding texture and depth to the site. The building was not extant at the time of the 1st edition OS and appears to have been built c. 1910 to replace an earlier coastguard station located closer to Rogerstown Pier.

Date of Survey: 4/10/09

Photos: (1) Front (north) elevation; (2) Rear (south) elevation; (3) Detail of chimney from north; (4) Detail of window from north, and (5) View from north-west

General Information: Marked on OS 2nd Edition. Owner states that the building was built in 1911 and replaced an earlier structure. It was divided into two houses c.1935.

Site No.: 18



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 018---

Location

Name	
Street Name	
Town	Rogerstown
Townland	Rush
Irish National Grid	324822, 252833

Classification

Original Type	Slipway
In Use As	Slipway
Additional Use	
Historical Use	Slipway
Date From & To	1900-1940
Condition	Good
Designation	

Categories of Special Interest: Social, Technical

Rating: Record only

Summary Description: Slipway built c. 1920, comprising concrete side walls and concrete sloping surface. Tapering containing walls to side with concrete pathway. Sited leading from Rush boat club to harbor.

Appraisal: Solidly constructed concrete jetty, depicted on the second edition ordnance survey map and still in use. Forming part of a larger group of related maritime structures.

Date of Survey: 4/10/09

Photos: (1) View from west; (2) View from north, and (3) View from east

General Information: Shown on the 2nd edition Ordnance Survey Map Series

Site No.: 19



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 019---

Location

Name	
Street Name	
Town	Rogerstown
Townland	Rush
Irish National Grid	324801, 252867

Classification

Original Type	Warehouse/store
In Use As	Unknown
Additional Use	
Historical Use	Warehouse/store
Date From & To	1800-1840
Condition	Ruinous
Designation	

Categories of Special Interest: Architectural, social

Rating: Local

Summary Description: Detached rectangular plan warehouse, built c. 1820. Now in a state of ruin. Roof missing. Rubble limestone walls with relieving arch to north-east elevation. Loop opening to south-east elevation. Segmental-arched opening, now blocked to north-west elevation having dressed voussoirs, inserted square-headed opening with double-leaf steel doors and render surround. Located to quayside.

Appraisal: Warehouse forming part of a group of related maritime structures at Rush Harbour. The simple form of the building reflects its utilitarian nature. The building may have been associated with a coastguard station which was located a short distance to the north east.

Date of Survey: 4/10/09

Photos: (1) North-east elevation; (2) North-west elevation; (3) South-east elevation; (4) Opening to north-west elevation; (5) Blocked opening to north-west elevation; (6) Loop opening to south-east elevation, and (7) View from south-east

General Information: Shown on both the 1st and 2nd edition Ordnance Survey Map Series

Site No.: 20



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 020---

Location

Name	Rogerstown
Street Name	
Town	Rogerstown
Townland	Rush
Irish National Grid	324781, 252855

Classification

Original Type	Pier
In Use As	Pier
Additional Use	
Historical Use	Pier
Date From & To	1780-1820
Condition	Good
Designation	NIAH 11329016

Categories of Special Interest: Architectural, technical, social

Rating: Regional

Summary Description: Rectangular-plan roughly dressed limestone built pier, built c. 1800, having semi-circular-plan mooring projection and buttress to south-east elevation. Concrete capping to parapet. Running north-east south-west from harbor into the sea.

Appraisal: This structure forms a group of related maritime structures in Rush harbor. It displays fine stonework and construction and is indicative of the skill of early nineteenth century craftsmen and engineers. It is an important part of the maritime heritage of the area.

Date of Survey: 4/10/09

Photos: (1) View from east; (2) Buttress to south-east elevation; (3) Concrete parapet from north-east, and (4) View from east

General Information: Shown on both the 1st and 2nd edition Ordnance Survey Map Series. Could not gain full access to site as the pier is private and gate to parapet was locked.

Site No.: 21



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791 and 2859
Site Number	FCAS 021---

Location

Name	
Street Name	
Town	
Townland	Burrow
Irish National Grid	324636, 252704

Classification

Original Type	Jetty
In Use As	Jetty
Additional Use	
Historical Use	Jetty
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical

Rating: Record only

Summary Description: Pier c.1940, with concrete walkway supported on square profile concrete piers with adjoining timber posts; sited extending into Rogerstown estuary.

Appraisal: A utilitarian structure of limited significance for its associations with an area marked as a ferry crossing as depicted on the second edition of the Ordnance survey map.

Date of Survey/Surveyor: 4/10/09

Photos: 1 R East elevation; 2 SC view from east

General Information: Not on OS 1 or 2. Ferry crossing marked on OS 2. Surveyed from Rush Harbour- could not gain access to site due to locked gate

Site No.: 22



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 022---

Location

Name	
Street Name	
Town	
Townland	Whitestown
Irish National Grid	324604, 253202

Classification

Original Type	Sluice
In Use As	Sluice
Additional Use	
Historical Use	Sluice
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Double sluice, built c.1940, comprising circular cast-iron cover set in square concrete covering. Replacement sluice cover and surround to southern end. Sited under cross roads carrying water into Rogerstown Estuary.

Appraisal: A structure of limited industrial heritage significance, having been built to channel the flow of water into the Rogerstown Estuary. The sluice to the northern end has a cast-iron covering and also displays the use of concrete for engineering purposes.

Date of Survey: 4/10/09

Photos: (1) West elevation; (2) Detail of cast-iron cover from east; (3) Containing side wall from east, and (4) View from west

Site No.: 23



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2791
Site Number	FCAS 023---

Location

Name	
Street Name	
Town	
Townland	Whitestown
Irish National Grid	324437, 253171

Classification

Original Type	Bridge (road)
In Use As	Bridge (road)
Additional Use	
Historical Use	
Date From & To	1840-1880
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Regional

Summary Description: Single-arch road bridge over stream, built c. 1860. Rubblestone walls with dressed coping stones to parapet. Dressed voussoirs to segmental-arched opening.

Appraisal: This bridge is a well-designed if simple structure, indicative of the skill of nineteenth-century craftsmen and engineers. The dressed coping and voussoirs add textural variation and interest to the modest appearance. Visible on approach roads from the east and west, the bridge is an attractive feature in the landscape.

Date of Survey: 4/10/09

Photos: (1) North elevation; (2) Detail of arch from north; (3) Carriageway from west; (4) South parapet wall, and (5) View from east

Site No.: 24



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2858
Site Number	FCAS 024---

Location

Name	Rogerstown Viaduct
Street Name	
Town	
Townland	Rogerstown/ Beaverstown
Irish National Grid	322870, 251793

Classification

Original Type	Bridge (railway)
In Use As	Bridge (railway)
Additional Use	
Historical Use	
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural, technical, social

Rating: Local

Summary Description: Three-span railway bridge, c. 1840, carrying the Dublin-Belfast railway line over the Rogerstown Estuary as part of the Great Northern Railway branch. Abutments and piers of dressed stone. Metal railed parapet and with railway tract embedded in concrete base.

Appraisal: The use of stone and metal in the construction of this bridge gives an impression of solidity and stability. Located on the Dublin-Belfast line and just north of Donabate station, this bridge forms part of an important group of both maritime and railway related structures and contributes to the architectural heritage of the Fingal area.

Date of Survey: 5/10/09

Photos: (1) East elevation; (2) Detail of abutment, and (3) View from east

General Information: Shown on the 2nd edition Ordnance Survey Map Series

Site No.: 25



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2858
Site Number	FCAS 025---

Location

Name	
Street Name	
Town	
Townland	Beaverstown
Irish National Grid	323270, 251571

Classification

Original Type	Pier (possible)
In Use As	
Additional Use	
Historical Use	Pier (possible)
Date From & To	
Condition	
Designation	RMP DU008-026----

Categories of Special Interest: Archaeological (RMP DN008-026--)

Rating: Regional

Summary Description: Site no longer extant

Appraisal: Recorded as a monument of archaeological significance

Photos: (1) View from west

Site No.: 26



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2859
Site Number	FCAS 026---

Location

Name	
Street Name	
Town	
Townland	Portraine
Irish National Grid	324449, 251434

Classification

Original Type	Sluice
In Use As	Sluice
Additional Use	
Historical Use	Sluice
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Rectangular sluice, built c.1940, projecting from concrete boundary wall. Square cast-iron cover to sluice. Carries water from agricultural land into Rogerstown estuary.

Appraisal: This sluice is of importance as a reminder of the technical requirements necessitated to drain water from land into the sea. Depicted on the second edition of the Ordnance Survey maps this sluice continues to carry out its original function.

Date of Survey: 5/10/09

Photos: (1) View from east; (2) Detail of concrete surround; (3) Channel into estuary from south, and (4) View from east

General Information: Shown on the 2nd edition Ordnance Survey Map Series

Site No.: 27



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU008 / 2859
Site Number	FCAS 027---

Location

Name	
Street Name	
Town	
Townland	Burrow
Irish National Grid	325296, 251218

Classification

Original Type	Beach House
In Use As	Dwelling
Additional Use	
Historical Use	Dwelling
Date From & To	1940-1980
Condition	Fair
Designation	

Categories of Special Interest: Architectural, technical

Rating: Local

Summary Description: Detached three-bay single-storey beach house, built c. 1960, with lean-to and flat roofed extensions to rear (north-west) elevation. Pitched corrugated-iron roof with timber eaves boards. Corrugated-iron walls. Square-headed window openings with render sills and timber casement windows, now bared. Square-headed door opening with half-glazed timber door and render step, now blocked. Grassed embankment to front of site with square profile rendered piers and wrought-iron gates. Set within its own grounds.

Appraisal: This simple beach house reflects an era when holidaying at home was fashionable. The retention of timber casement windows and its half-glazed door enhances this modestly-sized house. The corrugated walls and roof are a good example of the use of such a material not normally found in domestic architecture. Such simple examples are often undervalued as architectural heritage but the existence of this structure contributes positively to the heritage of the maritime zone.

Date of Survey: 5/10/09

Photos: (1) Front (south-east) elevation, (2) South-west elevation; (3) Detail of window to front elevation; (4) Detail of door to front elevation; (5) Entrance gate from south-east, and (6) View from south-east

General Information: Not shown on either the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 28



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 7859
Site Number	FCAS 028---

Location

Name	
Street Name	
Town	
Townland	Quay
Irish National Grid	326251, 250502

Classification

Original Type	Coastguard Houses
In Use As	Dwellings
Additional Use	
Historical Use	Coastguard Houses
Date From & To	1900-1930
Condition	Fair
Designation	

Categories of Special Interest: Architectural, Social

Rating: Local

Summary Description: Detached terrace of four two-bay two-storey former coastguard houses, built c. 1920, having flat roofed entrance porches to front (east) elevation and lean-to extensions to rear (west) elevations. House to southern end now renovated, remaining houses in a derelict state. Flat bitumen roofs with rendered chimneystacks. Mixed rendered and pebble-dashed walls with render platbands. Square-headed window openings with blocked windows having render sills, replacement uPVC windows to southern house with limestone sills. Square-headed door openings set in porches, now blocked, replacement uPVC door to southern house. Square-profile dressed limestone pier to west of site, square-profile rendered piers to pedestrian entrance having rubblestone side walls located to south-east of site. Set within its own grounds.

Appraisal: Located on an elevated site overlooking the sea these former coastguard houses provided accommodation for members of the coast guard. The larger house to the southern end may possibly have housed an officer. The coast guard were once charged with combating smuggling as well as search and rescue and although this terrace has lost association with its original function they still remain an important reminder of the rich maritime history in the Fingal area.

Date of Survey: 5/10/09

Photos: (1) Front (east) elevation; (2) Rear (west) elevation; (3) Detail of windows to front elevation; (4) Detail of renovated house windows to front elevation; (5) Entrance porch to front elevation; (6) Door to renovated house; (7) Entrance to west; (8) Pedestrian entrance to south-east; (9) View from south

General Information: Not shown on either the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 29



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 7859
Site Number	FCAS 029---

Location

Name	
Street Name	
Town	
Townland	Quay
Irish National Grid	326353, 250508

Classification

Original Type	Boat House
In Use As	Boat House
Additional Use	
Historical Use	Boat House
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural, Social

Rating: Regional

Summary Description: Detached single cell gable-fronted boathouse, built c.1840. Pitched slate roof with timber eaves boards and uPVC rainwater goods. Dressed limestone walls with yellow brick quoins. Segmental-headed carriage arch to south elevation having yellowbrick block-and-start surrounds and limestone threshold, opening now blocked. Fronts directly onto beach.

Appraisal: This attractive small building still retains its original form as well as much historic fabric. The use of yellow brick and limestone creates textural variation in the appearance of this utilitarian structure enlivening its appearance. Located on the beach front it is an attractive feature in the landscape and forms part of a larger group of maritime structures in the area.

Date of Survey: 5/10/09

Photos: (1) View from west; (2) Front (south) elevation; (3) Carriage-arch from south, and (4) View from west

General Information: Not indicated on the 1st edition Ordnance Survey Map Series

Site No.: 30



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 7859
Site Number	FCAS 030---

Location

Name	
Street Name	
Town	
Townland	Quay
Irish National Grid	326352, 250488

Classification

Original Type	Slipway
In Use As	Slipway
Additional Use	
Historical Use	
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Architectural, Social

Rating: Record only

Summary Description: Concrete slipway having battered sides, built c. 1940. Extending from boathouse onto beach.

Appraisal: This utilitarian structure slipway illustrates the use of mass concrete for engineering purposes. The slipway forms a group with adjoining boathouse and allows for the launching of boats into the water in this small cove.

Date of Survey: 5/10/09

Photos: (1) View from west; (2) View from north, and (3) View from west

General Information: Not indicated on either the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 31



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	Du012 / 2926
Site Number	FCAS 031---

Location

Name	
Street Name	
Town	
Townland	Ballymadrough
Irish National Grid	320565, 247829

Classification

Original Type	Sea wall
In Use As	Sea wall
Additional Use	
Historical Use	
Date From & To	1720-1760
Condition	Good
Designation	

Categories of Special Interest: Architectural, historical

Rating: Local

Summary Description: Section of rubble limestone sea wall, built c.1740. Wall constructed of rubble limestone having base batter and red brick pinning in areas. Wall located below Seapoint demesne. Later addition concrete coping to areas of the sea wall located to the north of Seapoint house.

Appraisal: This finely built sea wall is a testament to the high quality of stone masonry and engineering skills practiced in the locality. The sea wall is also of historical significance due to its association with Seapoint House, a fine Palladian mansion located above the small harbour. It is likely that the sea wall was constructed as part of the Seapoint demesne.

Date of Survey: 16th November 2009

Photos: (1) Sea wall; (2) Section of wall; (3) Wall with concrete coping, and (4) View from north

Site No.: 32



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 032---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322574, 246956

Classification

Original Type	Railway viaduct
In Use As	Viaduct
Additional Use	
Historical Use	Viaduct
Date From & To	1840-1850
Condition	Poor
Designation	

Categories of Special Interest: Technical, social

Rating: Regional

Summary Description: Freestanding twelve-span railway viaduct, built c. 1843, comprising concrete and cast-iron deck on stone piers. Viaduct also incorporates a weir. Extensively repaired in 2009 due to partial collapse of the structure.

Appraisal: Malahide viaduct which links Dublin to Belfast on the great Northern line is made up of 12 spans and is 176m long and also acts as a weir holding in an approximately 3 miles by 1 mile body of water. This weir creates a difference of 3.4m in water levels between the Estuary and the sea at low tide. The viaduct which replaced an earlier wooden structure is constructed of materials characteristic of functional architecture of this time. It is solidly constructed with stone piers and a cast-iron and concrete deck and forms an integral part of a complex of related railway structures and bridges in the area.

Date of Survey: 30th November 2009

Photos: (1) Viaduct

General Information: The photograph was taken from a distance as access to the site was restricted due to ongoing repair works.

Site No.: 33



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 033---

Location

Name	Barrack Bridge
Street Name	Yellow Walls Road
Town	Malahide
Townland	
Irish National Grid	320970, 245767

Classification

Original Type	Bridge
In Use As	Bridge
Additional Use	
Historical Use	
Date From & To	1840-1880
Condition	Poor
Designation	

Categories of Special Interest: Architectural, technical, social

Rating: Regional

Summary Description: Single-arch road bridge over river, built c. 1860. Rubble limestone walls with cut stone voussoirs and limestone copping to parapet walls. Bridge now covered in vegetation.

Appraisal: The fine limestone masonry is clearly the work of skilled craftsmen. The textural interest of this bridge is provided by the rubble limestone walls and alternating cut-stone voussoirs.

Date of Survey: 30th November 2009

Photos: (1) East elevation

General Information: Difficult to photograph due to site access restrictions. No access to photograph west elevation.

Site No.: 34



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 034---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322087, 246493

Classification

Original Type	Jetty
In Use As	Not in use
Additional Use	
Historical Use	
Date From & To	1930-1970
Condition	Poor
Designation	

Categories of Special Interest: Architectural, social, technical

Rating: Local

Summary Description: Remnants of mass concrete jetty jutting into the sea, built c. 1950. No longer in use.

Appraisal: The jetty is of significance to the town of Malahide due to its association with the maritime industry that has traditionally supported the economy in the locality.

Date of Survey: 23rd November 2009

Photos: (1) Jetty, and (2) View from south

Site No.: 35



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 035---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322848, 246256

Classification

Original Type	Mooring post
In Use As	Disused
Additional Use	
Historical Use	Mooring post
Date From & To	1940-1980
Condition	Poor
Designation	

Categories of Special Interest: Technical, social

Rating: Record only

Summary Description: Remnants of timber mooring post located on strand, built c. 1960.

Appraisal: This timber mooring post is a significant piece of infrastructure due to its association with the maritime industry that has traditionally supported the economy in the locality.

Date of Survey: 23rd November 2009

Photos: (1) Mooring post

Site No.: 36



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 036---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322858, 246283

Classification

Original Type	Slipway
In Use As	Slipway
Additional Use	
Historical Use	Slipway
Date From & To	1930-1970
Condition	Poor
Designation	

Categories of Special Interest: Technical, social

Rating: Local

Summary Description: Remnants of mass concrete slip jutting into the sea having adjoining slipway to south supported by mass concrete columns, built c. 1950.

Appraisal: This concrete slip is of very limited significance to the town of Malahide. It is evidence of the maritime activity that has traditionally supported the economy in the locality.

Date of Survey: 23rd November 2009

Photos: (1) Concrete slip, and (2) View from south

General Information: Tide was in while the site was being recorded.

Site No.: 37



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 037---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322887, 246226

Classification

Original Type	Steps and retaining wall
In Use As	Steps and retaining wall
Additional Use	
Historical Use	Steps and retaining wall
Date From & To	1870-1910
Condition	Fair
Designation	

Categories of Special Interest: Technical, social

Rating: Local

Summary Description: Twelve stone steps leading from pedestrian walkway to beach, built c. 1890. Rubble stone retaining wall to north and south of steps (sections are covered in vegetation).

Appraisal: The stone steps are in fair condition and of only limited significance.

Date of Survey: 30th November 2009

Photos: (1) Steps; (2) Section of sea wall to north of steps, and (4) View from north

Site No.: 38



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 038---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	322951, 246193

Classification

Original Type	Sea wall and pedestrian walk with railings
In Use As	Sea wall and pedestrian walk with railings
Additional Use	
Historical Use	Sea wall and pedestrian walk with railings
Date From & To	1870-1910
Condition	Good
Designation	

Categories of Special Interest: Technical, social

Rating: Local

Summary Description: Rubble limestone sea wall having cut-limestone coping and decorative cast-iron railings, built c.1890. Wall forms pedestrian walkway along the strand at Malahide.

Appraisal: This attractive sea wall and railings is significant as it forms a pedestrian walkway along the strand at Malahide and is evidence of the town's history as a seaside resort. The stone walls and railings exhibit high quality craftsmanship.

Date of Survey: 30th November 2009

Photos: (1) Section of sea wall and railings; (2) View from north, and (3) View from south

Site No.: 39



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2995
Site Number	FCAS 039---

Location

Name	
Street Name	
Town	Malahide
Townland	
Irish National Grid	323180, 246158

Classification

Original Type	Steps
In Use As	Steps
Additional Use	
Historical Use	Steps
Date From & To	1870-1910
Condition	Poor
Designation	

Categories of Special Interest: Technical, social

Rating: Local

Summary Description: Remnants of stone steps leading from pedestrian walkway to beach, built c.1890. Only two original stone steps remaining. Majority of steps have being replaced using mass concrete.

Appraisal: The stone steps are in poor condition and of only limited significance.

Date of Survey: 23rd November 2009

Photos: (1) Steps, and (2) Remaining stone steps

Site No.: 40



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2996
Site Number	FCAS 040---

Location

Name	
Street Name	
Town	
Townland	Robswalls
Irish National Grid	324152, 245626

Classification

Original Type	Railing and slope
In Use As	Railing and slope
Additional Use	
Historical Use	
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Architectural, Technical

Rating: Local

Summary Description: Section of mass-concrete retaining sea wall, built c.1940, with sloped concrete access to beach. Steel railings over with terminating pebble dashed tapering round towers having concrete conical caps. Fronting directly onto roadway.

Appraisal: This railed slip way with decorative terminating piers in the form of towers is an attractive feature along the sea front. It displays the increasing use of mass concrete for engineering purposes throughout the earlier part of the twentieth century. The wall is of additional significance for its reputed subsequent use for defensive purposes.

Date of Survey: 18/11/09

Photos: (1)View from south-east; (2) Terminating pier from west; (3) Slope from west, and (4) View from north-west

Site No.: 41



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2996
Site Number	FCAS 041---

Location

Name	
Street Name	
Town	
Townland	Robswalls
Irish National Grid	324315, 245555

Classification

Original Type	Retaining wall
In Use As	Retaining wall
Additional Use	
Historical Use	Retaining wall
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Local

Summary Description: Section of random rubble stone retaining wall, c.1840, with base batter and sections of additional concrete. Sited with elevated roadway following circumference.

Appraisal: A prominent feature of the seafront the wall integrates well with the surrounding landscape. The wall is constructed in a traditional manner using unrefined locally-sourced stone. The buttresses add additional defensive measures contributing to the protection of the coastline.

Date of Survey: 18/11/09

Photos: (1) Detail of wall from north-west, and (2) View from north-west

General Information: Could not gain full access as tide was in

Site No.: 42



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU012 / 2514
Site Number	FCAS 042---

Location

Name	
Street Name	
Town	
Townland	Robswalls
Irish National Grid	324831, 245100

Classification

Original Type	Concrete platform and bathing ladder
In Use As	Concrete platform and bathing ladder
Additional Use	
Historical Use	Jetty
Date From & To	1940-1980
Condition	Good
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Concrete platform built c. 1960, extending north-eastwards into sea with angled end. Steel railings and steps to end of jetty. Flight of concrete steps with pebble dashed retaining walls providing access from roadway to beach.

Appraisal: This more modern structure displays the continued association of the Malahide area with its maritime history. The construction of the jetty in mass-concrete identifies the technical and engineering advances in the use of concrete for such maritime structures.

Date of Survey: 18/11/09

Photos: (1) View from west; (2) Platform to northern end; (3) Access steps from north-east, and (4) View from north

General Information: Not shown on either the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 43



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 2996
Site Number	FCAS 043---

Location

Name	
Street Name	
Town	
Townland	Burrow
Irish National Grid	324784, 244333

Classification

Original Type	Jetty (possible)
In Use As	Jetty
Additional Use	
Historical Use	Jetty
Date From & To	1940-1980
Condition	Fair
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Concrete projection built c. 1960, extending north-eastwards into sea

Appraisal: This modern structure displays technical and engineering advances through the use of mass-concrete for maritime structures.

Date of Survey: 18/11/09

Photos: (1) South elevation, and (2) View from west

General Information: Not shown on either the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 44



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3066
Site Number	FCAS 044---

Location

Name	
Street Name	
Town	
Townland	Portmarnock
Irish National Grid	324811, 241039

Classification

Original Type	Groin
In Use As	Disused
Additional Use	
Historical Use	
Date From & To	1900-1940
Condition	Poor
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Timber posts which are the remains of a timber groin running south-west into sea, built c. 1920. Located at the rear of Portmarnock golf club.

Appraisal: Of limited technical significance.

Date of Survey: 18/11/09

Photos

- 1 R View from east
- 2 E Detail of timber stake
- 3SC View from south-east

General Information: Not shown on either the 2nd edition Ordnance Survey Map Series

Site No.: 45



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3065
Site Number	FCAS 045---

Location

Name	Portmarnock Bridge
Street Name	
Town	
Townland	Maynetown
Irish National Grid	323565, 242472

Classification

Original Type	Bridge (road)
In Use As	Bridge (road)
Additional Use	
Historical Use	
Date From & To	1820-1840
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Regional

Summary Description: Double-arch flat road bridge over stream, built c. 1820. Redbrick walls terminating in square-profile piers with carved limestone plaques flanked by recessed rendered panels. Rounded render coping to parapet with recent cast-iron light fittings. Hinged sluice gates to downstream elevation. Rebuilt 1900 and widened 1933.

Appraisal: This bridge retains much original material as well as fine craftsmanship in its masonry work and construction. The use of redbrick and render creates textural variation and enlivens its appearance. The date plaques add context to the structure. It shows evidence of having been widened to accommodate increasing traffic.

Date of Survey: 18/11/09

Photos: (1) Carriageway from north-east; (2) South-east parapet; (3) Plaque to north-west parapet; (4) Plaque to south-east parapet; (5) Lamps to south-east parapet; (6) Sluice to south-east parapet, and (7) View from South-west

General Information: Shown on both the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 46



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3065
Site Number	FCAS 046---

Location

Name	Portmarnock Corn Mill (Site of)
Street Name	
Town	Portmarnock
Townland	Burrow, Portmarnock
Irish National Grid	323576, 242464

Classification

Original Type	Tidal corn mill
In Use As	No longer in use
Additional Use	
Historical Use	Tidal corn mill
Date From & To	16 th century – 19 th century
Condition	Foundations and some revetments survive
Designation	RMP DU015-014---

Categories of Special Interest: Architectural, Industrial Archaeological, Technological

Rating: Regional

Summary Description: The remains of the mill comprise the footing of the mill building walls, the sluice gate, the nineteenth century millrace and fragmentary remains of the walls revetting the mill pond and inlet. There were no visible traces of the flood gates noted during a visual inspection of the site from the bridge.

Appraisal: Given the fact that a mill has occupied this site since the sixteenth century, the site is of considerable industrial archaeological significance.

Date of Survey/Surveyor: TC

Photos: (1 – 13) General photos

General Information: Shown on both the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 47



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3065
Site Number	FCAS 047---

Location

Name	Mayne Bridge
Street Name	
Town	
Townland	Baldoyle
Irish National Grid	323976, 241502

Classification

Original Type	Bridge (road)
In Use As	Bridge (road)
Additional Use	
Historical Use	Bridge (road)
Date From & To	1800-1840
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Regional

Summary Description: Double-arch road bridge, built c. 1820, over stream. Rubblestone walls with dressed voussoirs to segmental-headed arches to upstream (south-west) elevation. Square-profile concrete covers with steel railings to downstream (north-east) elevation. Partially rebuilt rendered parapet walls.

Appraisal: The simple form of this road bridge is enhanced by the textural variation created by the rubble stone walls and dressed voussoirs. It has been altered overtime and may possibly have been widened to accommodate traffic.

Date of Survey: 18/11/09

Photos: (1) View from west; (2) Arch to south-west elevation; (3) Concrete structure to north-east elevation; (4) South-east parapet, and (5) View from north-west

General Information: Shown on both the 1st or 2nd edition Ordnance Survey Map Series

Site No.: 48



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3134
Site Number	FCAS 048---

Location

Name	
Street Name	
Town	
Townland	Baldoyle
Irish National Grid	324776, 240087

Classification

Original Type	Slipway
In Use As	Slipway
Additional Use	
Historical Use	Slipway
Date From & To	1940-1980
Condition	Good
Designation	

Categories of Special Interest: Architectural, Technical

Rating: Record only

Summary Description: Concrete slipway extending south-eastwards into sea, built c.1960, having wrought-iron tie ring to top of slope.

Appraisal: This utilitarian structure displays the replacement of timber with the use of mass concrete for maritime engineering purposes. This area along the sea front is actively used for maritime activities as is shown in this slipway and adjoining promenade, retaining wall and steps.

Date of Survey: 19/11/09

Photos: (1) View from north-west; (2) Detail of tie ring, and (3) View from north-east

Site No.: 49



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3134
Site Number	FCAS 049---

Location

Name	
Street Name	
Town	
Townland	Baldoyle
Irish National Grid	324823, 240004

Classification

Original Type	Retaining wall and walkway
In Use As	Retaining wall and walkway
Additional Use	
Historical Use	
Date From & To	1820-1860
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Local

Summary Description: Section of random rubble stone retaining wall, c.1840, with base batter. Repointed using concrete. Elevated walkway following circumference having rubblestone boundary wall with soldier capping to road. Flights of concrete steps from walkway to beach. Sited to east of Baldoyle village.

Appraisal: Constructed in a traditional manner using unrefined locally-sourced stone, the wall integrates well with the surrounding landscape. A prominent feature of the townscape of Baldoyle the retaining wall is significant for its defensive purposes but has also been utilized in the creation of a promenade for recreational activity.

Date of Survey: 19/11/09

Photos: (1) View from north; (2) Steps from walkway; (3) Walkway from north, and (4) Wall from south

Site No.: 50



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU016 / 3135
Site Number	FCAS 050---

Location

Name	
Street Name	
Town	
Townland	Howth
Irish National Grid	328914, 239148

Classification

Original Type	Jetty
In Use As	Jetty
Additional Use	
Historical Use	Jetty
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Concrete pier extending eastwards into sea, built c. 1940 with stepped end. Flight of concrete steps providing access from roadway to beach.

Appraisal: Pleasantly located on a small cove beach this pier forms part of a larger group of maritime structures associated with Howth Harbour. The construction of the pier in mass-concrete identifies the technical and engineering advances in the use of concrete for such maritime structures. Of very limited technical significance.

Date of Survey: 19/11/09

Photos: (1) View from west, and (2) View from north

General Information: Site labelled as "Ladies' Baths" on the 2nd edition of the Ordnance Survey Map Series. Could not gain access to this site, steps ascending to beach locked

Site No.: 51



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU019 / 3200
Site Number	FCAS 051---

Location

Name	
Street Name	
Town	
Townland	Sutton South
Irish National Grid	326444, 237832

Classification

Original Type	Retaining wall
In Use As	Retaining wall
Additional Use	
Historical Use	Retaining wall
Date From & To	1920-1960
Condition	Good
Designation	

Categories of Special Interest: Technical

Rating: Record only

Summary Description: Sections of rubble stone and mass concrete retaining wall, built c.1940. Sited with elevated roadway following circumference.

Appraisal: Unlike the retaining wall further down the coast this wall is constructed in a modern fashion. The use of mass concrete in its construction displays the technical and engineering advances used for maritime structures and their importance as defensive measures along the coast line. The use of stone and concrete for this retaining wall creates textural variation in its appearance.

Date of Survey: 19/11/09

Photos: (1) View from north-west, and (2) Detail from north-west

Site No.: 52



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU019 / 3200
Site Number	FCAS 052---

Location

Name	Martello Terrace
Street Name	Strand Road
Town	
Townland	Sutton South
Irish National Grid	326634, 237591

Classification

Original Type	Coastguard Station
In Use As	Dwellings
Additional Use	
Historical Use	
Date From & To	1850-1900
Condition	Good
Designation	

Categories of Special Interest: Architectural, social

Rating: Regional

Summary Description: (NIAH Ref. 11366002) Terrace of six three-bay single-storey yellow brick former coastguard cottages, c.1850, with projecting entrance porches. Now in use as private dwellings. ROOF: Single span roof gabled at both ends with slate roof having terracotta ridge tiles; rendered or brick chimney to gable end with terracotta pots. WALLS: Yellow brick with cement rendered plinth. OPENINGS: Timber sash windows, granite sill. Timber tongue and grooved door.

Appraisal: An attractive and architecturally significant former coastguard terrace which retains much original fabric.

Date of Survey: 20/9/2010

Photos: Seven views from road side

General Information: Not shown on the 1st edition Ordnance Survey map series.

Site No.: 53



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU019 / 3200
Site Number	FCAS 053---

Location

Name	Bottle Quay
Street Name	Strand Road / Shielmartin Road
Town	
Townland	Sutton South
Irish National Grid	326611, 237502

Classification

Original Type	Quay
In Use As	Disused
Additional Use	
Historical Use	Quay
Date From & To	1800-1830
Condition	Poor
Designation	

Categories of Special Interest: Technical

Rating: Local

Summary Description: The remains of a small slipway. A H-plan arrangement of large stones survives and would originally have served to retain a rubble care most of which has now been washed away.

Appraisal: A small pier, of probable eighteenth or nineteenth century which retains enough fabric to be of some technical interest.

Date of Survey: 20/9/2010

Photos: (1 – 3) General views

General Information: Indicated and named on 1st and 2nd edition OS maps

Site No.: 54



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3134
Site Number	FCAS 054---

Location

Name	
Street Name	
Town	
Townland	Burrow
Irish National Grid	325820, 239149

Classification

Original Type	Groin
In Use As	Disused
Additional Use	
Historical Use	
Date From & To	1880-1920
Condition	Poor
Designation	

Categories of Special Interest: None

Rating: Record only

Summary Description: Remnants of timber groin built c. 1900, extending southwards into sea. Circular timber posts with replacement infill of square-profile concrete supports.

Appraisal: Of very limited technical interest.

Date of Survey: 20/11/09

Photos: (1) View from south; (2) Detail of stakes, and (3) View from north

General Information: Not shown on the first- or second-edition Ordnance Survey map series

Site No.: 055



Map Info

County Code	DU
Map Type	6" / 1:5000
Map Sheet	DU015 / 3134
Site Number	FCAS 055---

Location

Name	
Street Name	
Town	
Townland	Burrow
Irish National Grid	324137, 238971

Classification

Original Type	Retaining wall
In Use As	Retaining wall
Additional Use	
Historical Use	Retaining wall
Date From & To	1880-1920
Condition	Good
Designation	

Categories of Special Interest: Architectural

Rating: Record only

Summary Description:

Section of random rubble stone retaining wall, c.1900, with base batter. Section to north-east repointed using concrete, drystone construction used for area extending south-westwards. Elevated walkway following circumference having rubblestone boundary wall with solidier capping to road. Flights of concrete steps from walkway to beach. Sited to south of Sutton.

Appraisal:

Constructed in a traditional manner using unrefined locally-sourced stone, the wall integrates well with the surrounding landscape.

Date of Survey: 20/11/09

Photos: (1) View from south; (2) View from west; (3) Steps from walkway; (4) Walkway from south, and (5) Entrance piers to walkway from road

General Information: Not indicated on the 1st or 2nd edition Ordnance Survey map series.

4. Mapping

Maps

1. Balbriggan Area
2. Skerries Area
3. Rush Area
4. Rogerstown Area
5. Portrane Area
6. Malahide Area
7. Portmarnock Area
8. Howth Area

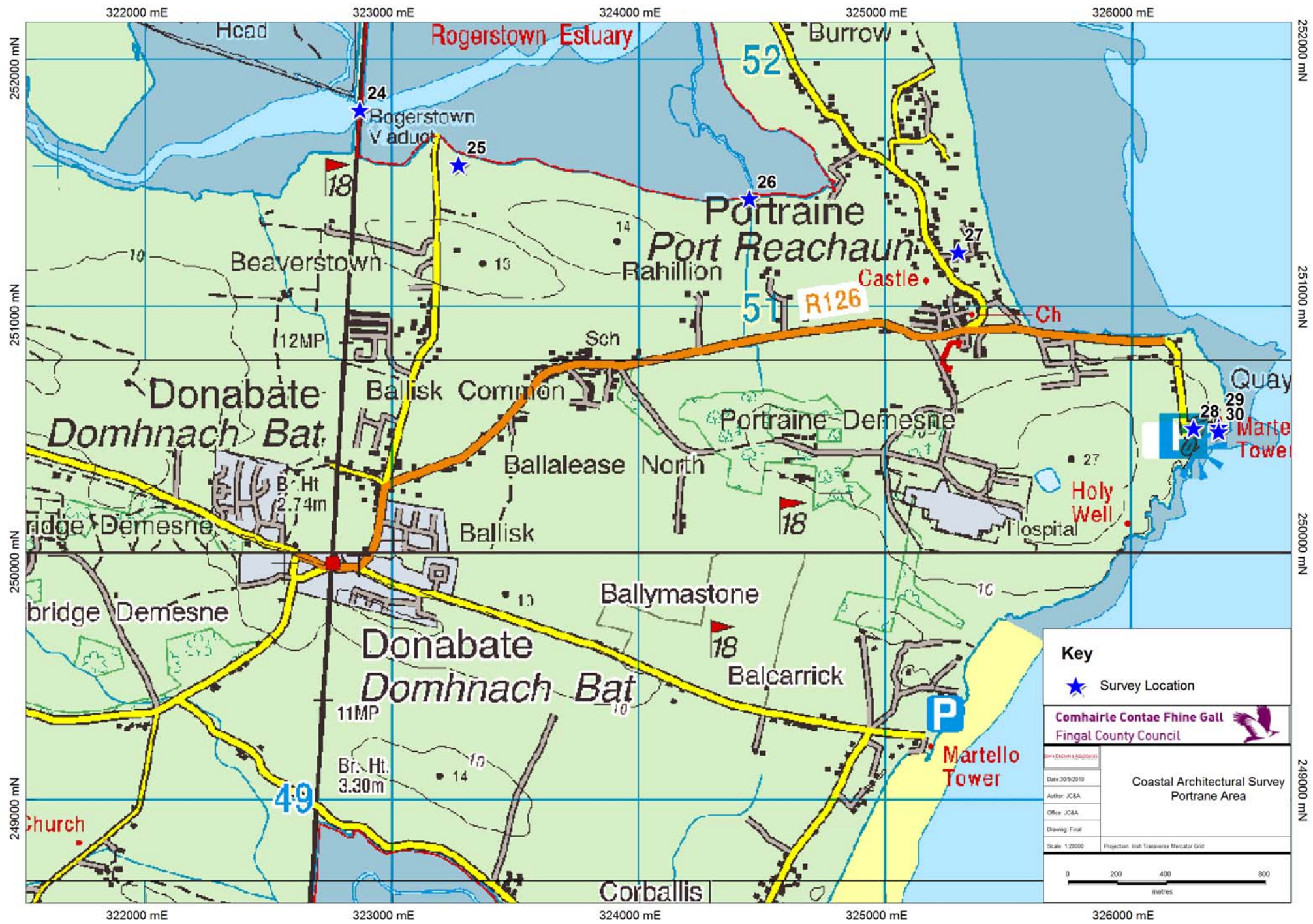








Key	
	Survey Location
 Comhairle Contae Fhine Gall Fingal County Council	
Coastal Architectural Survey Rogerstown Estuary	
Date: 30/09/2019 Author: JCA Office: JCA Drawing: Final Scale: 1:12500 Projection: Irish Transverse Mercator Grid	



Key

- ★ Survey Location

Comhairle Contae Fhine Gall
Fingal County Council

Coastal Architectural Survey
Portrane Area

Date: 20/05/2019
Author: JCAA
Office: JCAA
Drawing: Final
Scale: 1:20000
Projection: Irish Transverse Mercator Grid

0 200 400 800 metres





