

**LUAS**  
**Archaeological Monitoring**  
**Final Report**

**Line B**

Licence No. 01E1185

By  
Franc Myles  
Margaret Gowen & Co. Ltd.  
Job No. 01302-R2

For  
Railway Procurement Agency

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## **Preface**

Archaeological monitoring from St. Stephen's Green to Sandyford took place over ground which was significantly disturbed for much of the length of the works by the pre-existing cuttings and embankments associated with the Harcourt Street Line. The principal focus of the monitoring was therefore within the city centre Zone of Archaeological Potential along St. Stephen's Green West and Harcourt Street, with some attention paid to works in the vicinity of the early Christian church at Dundrum.

There were no discoveries of any significance along the route, due no doubt to the disturbed nature of the ground. The only artefact recovered over the course of the monitoring was a copper coin which had been flattened out of all recognition. The coin was recovered by an engineer between Dundrum and Balally and had possibly been placed on the track immediately prior to the arrival of a train, in order to enlarge it. This was an activity of dubious economic viability (frequently attempted by the writer's father) and more likely to result in the premature demise of the usually youthful entrepreneur rather than his enrichment.

The archaeology of railways is a distinct study in itself and one which has not been addressed in any depth in this report. In any case, there was little evidence for surviving fittings and features along the old permanent way, while the station buildings which for the most part have been alienated from the railway and are in private ownership. The history of the Harcourt Street Line has been adequately addressed by Brian MacAongusa in two recent publications which are listed in the bibliography at the end of this report.

The mitigation strategy undertaken by Margaret Gowen and Company concentrated therefore on the below ground archaeology, ensuring an archaeological presence in all areas where the ground was being reduced. The archaeological monitoring did not affect any hold up in the construction programme and any recording work was successfully undertaken side by side with the contractors, whose cooperation is acknowledged below.

Franc Myles

## 1 Introduction

- 1.1 This report details the results of archaeological monitoring arising from the projected and actual impacts of the construction of *Luas* Line B (Fig. 1). The projected impact of construction works was not considered a serious threat to archaeological deposits due to the fact that the track was to run for most of its length along the disused Harcourt Street Line, which closed to passenger traffic in 1958.
- 1.2 Monitoring works undertaken along the 9 km route, from Sandyford to St. Stephen's Green, were carried out under licence number 01E1185. The bulk of the work was undertaken between November 2001 and January 2004. Works associated with the 14 km route of Line A (Tallaght to Connolly Station) were monitored under licence number 01E0733 and are subject to a separate report.
- 1.3 The EIS for the Line B project considered that it was "unlikely to have any significant impact on the archaeological deposits". This assessment was based on the fact that:
- The alignment of the LRT lay mainly outside the main zone of archaeological interest in Dublin, and the greater part of the line, from the Grand Canal to Sandyford, was to be constructed on the re-used Bray to Harcourt St. railway, closed in 1959, and therefore "considered [it] unlikely that the ground preparation for the system will penetrate to levels at which archaeological soils could exist".
- 1.4 Notwithstanding the above a number of areas were specified for monitoring. These areas included the entire subsection from St. Stephen's Green West to the Grand Canal, the Park & Ride facilities in Balally and Sandyford and other smaller areas of planned excavation and earth removal. A watching-brief, with occasional inspections, was advised for the remaining sections of the line.
- 1.5 For the purposes of this report the results of the monitoring is described from St. Stephen's Green out of the city.
- 1.6 The successful operation of the activities described below has involved relatively little consultancy work and one or two meetings, including a pleasurable walk along the old

Harcourt Street Line in the company of Jim Quinlan and Ed Bourke. The writer in any case acknowledges the cooperation and patience of the following:

Ed Bourke, Chris Corlett and Colm Ryder of the Department of the Environment, Heritage and Local Government (formerly *Dúchas*, the Heritage Service) and Jim Quinlan of the Railway Procurement Agency. I would also like to thank Peter Kerins who undertook most of the monitoring along the line and the individual project engineers and contractors who facilitated access to the works.

## 2 Methodology

2.1 The excavations carried out during the development can be put into three categories:

- General ground reduction of 600mm along the entire corridor for the new track
- Wide trenching to a maximum depth of 1.6m for the insertion of service ducts for telecommunication cables. The width of the area disturbed during these excavations varied but generally they were c. 2.5m wide on either side of the new track corridor
- Deep excavations for sewer and water pipes in varied locations within and adjacent to the track corridor

2.2 In many cases the excavations for the new services disturbed older services trenches. Where the trenches were excavated into new ground the depth of the various strata was recorded and the level of the subsoil, if exposed, was noted.

2.3 The information is collated under the following headings:

- *Historical background* – a brief sketch of the evolution and morphology of each area resulting in its modern streetscape, using cartographic and other sources.
- *Strata* – tabular description of soil types and categories, including dating of man-made deposits.
- *Archaeological features* – includes structures, deposits and buried natural formations.
- *Reports issued* – a list of licensed excavations, surveys and detailed recording, subject to separate reports, undertaken in advance of, or as the result of the monitoring.

### 3 Area gazetteer

#### 3.1 *St. Stephen's Green*

##### 3.1.1 *Historical background*

The small section of Line B within the designated historic core of Dublin (DU 018:020) stretches from St. Stephen's Green West to the junction of Harcourt Street and Clonmel Street. This section and the remainder of the line corridor from Clonmel Street to the Grand Canal, also lie outside the old Harcourt Street railway alignment.

St. Stephen's Green (DU018:20 334) was a medieval commonage which originally extended to the southeast of the walled town on the eastern side of the Poddle estuary as far as the slob lands at Baggotrath. It was the site of one of the main public gallows in the city until well into the eighteenth century, although the number of executions had decreased there by the time the city gallows was relocated to the New Gaol in 1783.

Among those executed there were Catherine McKenna who was hanged on 23 September 1730 at the age of 38 for stealing linen to the value of £5 from the Pyde Bull on Thomas Street. McKenna had been found in possession of stolen goods ten years previously and had claimed they were given to her by her mother, who was hanged in her place. McKenna had had a second brush with the gallows in Kilmainham not long before her execution, but had been reprieved by those 'who desireth not the Death of a Sinner, but that he should live to save his Soul alive' (Kelly, 245).

The Green was developed formally by the city corporation in the 1660s in an attempt to increase the city's coffers and to provide increased living space for the city's middle classes, away from the cramped and unhygienic conditions within the walls. In any case, the rental of both St. Stephen's Green and a similar development on Oxmantown Green was later granted to the new Hospital and Free School of King Charles II. If there were any legal complications regarding the alienation of the city's commonage, they were not recorded in the city *Assembly Books*.

Unlike the Smithfield development on Oxmantown Green and despite the frequent hangings, the development of St. Stephen's Green was an unqualified success, if the attraction of a prosperous bourgeois population is considered as a yardstick in such

matters. Indeed, the area has remained one of the more salubrious quarters of the city and both the Departments of Justice and Foreign Affairs are located along the southern side, with the College of Surgeons on the western side opposite the *Luas* terminus.

Nothing remains of the seventeenth-century architectural fabric of the area, apart from the precinct of the Green itself. Approximately two thirds of the eighteenth-century architecture survives, with some hideous infill evident. The western side of the Green, opposite the *Luas* alignment has suffered the most, especially over the past 20 years, with two Georgian buildings surviving alongside the College of Surgeons and the Unitarian Church.

The site of the College of Surgeons is supposed to be the site of a medieval graveyard associated with the church of St. Peter (DU018:20 166). There were no human skeletal remains recovered from the trenches outside the College.

### 3.1.2 *Development works*

Luas-related works were monitored on both sides of St. Stephen's Green West. A deep excavation opposite the College of Surgeons for an underground ESB sub-station revealed no archaeological deposits, with natural boulder clay present in most cases at approximately 1.5m under the present ground surface.

### 3.1.3 *Strata*

#### **York Street**                  Excavation shaft

<b>0m – 0.1m</b>	Road surface
<b>0.1m – 0.2m</b>	Hardcore
<b>0.2m – 1.1m</b>	Brick and rubble in dark brown clay
<b>1.1m – 3.2m</b>	Dark green/grey with stone and brick inclusions
<b>3.2m – 4.5m+</b>	Natural compact grey silt/clay

#### **Southern end of trench** (see report below)

<b>0m – 0.2m</b>	Modern flagstones
<b>0.2m – 0.65m</b>	Black organic soil with redbrick inclusions as well as 19 <sup>th</sup> century ceramics and some animal bone
<b>0.65m – 1.35m</b>	Calp limestone wall

**Central area of trench** (see report below)

<b>0m – 0.1m</b>	Modern flagstones
<b>0.1m – 0.2m</b>	Bedding sand
<b>0.2m – 0.3m</b>	Cobble lock, measuring 100mm by 80mm (with a cable beneath)
<b>0.3m – 0.5m:</b>	Long irregular shaped limestone blocks, measuring on average 400mm by 100mm in length
<b>0.5m – 1.2m:</b>	Light grey/green natural clay with stones, getting progressively harder and grey in colour

**Northern end of trench** (see report below)

<b>0m – 0.1m</b>	Modern flagstones
<b>0.1m – 0.2m</b>	Tarmac
<b>0.2m – 0.46m</b>	Gravel fill/bedding
<b>0.46m – 0.57m</b>	Loose off-white lens of mortar and rubble
<b>0.57m – 1.1m</b>	Mix of dark brown organic material, with lenses of charcoal and brick

3.1.4 *Archaeological features*

Following the opening of exploratory excavation shafts and service trenches, oriented north-south and opposite York Street, a number of post-medieval features were exposed.

The remains of possibly two calp limestone structures (Walls 1 and 2) were flanked on the eastern side by a stone culvert, the top of which lay 1m below present ground level. The remains of a nineteenth-century pit were located at the extreme northern end of the trench

*Southern wall*

A section of wall (Wall 1) was exposed in the western side of the trench, which extended for 3.50m in length, orientated north-south. The top of the wall lay 0.65m below the present ground level and it was constructed of limestone blocks measuring on average 300mm by 200mm by 180mm. The wall was very well made and stood seven courses in height, approximately 700mm in total. The binding agent used was an off-white creamy mortar that was soft and friable and contained inclusions of charcoal. The wall continued northwards beyond a demolition point for at least 1.30m as a cut was visible in the underlying clay.

*Northern wall*

A second wall (Wall 2) survived at the northern end of the trench and extended for 1.8m in length, the upper truncated level lying 550mm below the present ground level. The wall was of calp limestone, however, it was not as well faced as Wall 1 and

is probably a different wall or a secondary build. Wall 2 was constructed of large calp blocks, irregular in shape, measuring 220mm by 200mm by 400mm, held together in a very white mortar with charcoal flecks. It was 600mm in depth by 500mm in width with no core. The northern corner was also roughly faced.

#### *Stone culvert*

The remains of a stone culvert were located along the eastern side of the trench and this was breached in one location. The culvert was made of limestone blocks and was arched, the crown of which lay 1m below present ground level. The culvert measured internally 700mm in width by 1.40m in height and was not infilled, suggesting that it was still active (although the contractor said it went nowhere). The blocks used were very regular, measuring, on average, 200mm by 100mm. The arch was segmented, composed of triangular shaped blocks measuring 300mm by 200mm by 100mm. The culvert was evidently constructed in a trench, as the external surfaces were not faced.

#### *Pit*

A truncated pit was located at the northern end of the trench, cut into the yellow boulder clay, which lay at 1m below present ground surface. The pit was oval in shape and measured 1.80m north-south by 1.20m east-west. It was filled with a brown cinder-like deposit, which was probably post medieval in date.

#### *Discussion*

It is difficult to make very much of the walls recorded under the street at this location. It is unlikely that structural evidence for the medieval St. Peter's church would survive this far east and as the earliest structures on the Green date to the 1660s, it is possible that the walls date to this period, in the absence of artefactual evidence to the contrary.

Further excavation for an underground ESB sub-station and service trenches revealed no other structural features.

#### 3.1.5 *Reports issued*

There were no reports issued resulting from the monitoring on St. Stephen's Green.

## 3.2 *Harcourt Street*

### 3.2.1 *Historical background*

Harcourt Street was laid out from the southwestern corner in the 1770s on lands belonging to the archbishop's estate of St. Sepulchre and leased to John Scott, 1<sup>st</sup> earl of Clonmell, perhaps better known to this day as Copper-Faced Jack. The wider development of the area was undertaken by John Hatch, who gave his name to Hatch Street. Clonmell's residence, Clonmell House, was the largest on the street until its sub-division. The house faced Clonmel Street, through which its gardens were accessed (according to the Craig, a tunnel ran under Harcourt Street at this point but it was not located during the monitoring). The gardens have now been incorporated into the Iveagh Gardens.

Another resident of note was sir Jonah Barrington, who lived at No. 14 (on the corner of Montague Street). A window on the bow to the rear was for many years blocked up as a result of an insult directed at Barrington's wife by lady Clonmell. A version of the story is related by Craig (229).

The southern end of the street is today dominated by several modern buildings, which fail to sustain the architectural conformity or retain the sense of form expressed towards the Green. George Wilkinson's railway terminus (1859) however provides some visual relief after the Hatch Street junction. Wilkinson published *The Practical Geology and Ancient Architecture of Ireland* in 1845, and the mixture of media in the station fabric reflects the building materials available in the country at the time in a showpiece of great railway architecture.

The history of the Harcourt Street Line has been dealt with most recently by Brian MacAongusa in two volumes and will only be referred to in passing in this report.

There is one RMP on Harcourt Street, a bridge site located at the southern end of the street crossing the River Stein (DU 018:020 337). No evidence for the bridge or the river was recorded over the period of construction.

### 3.2.2 *Development works*

Excavations on Harcourt Street were extensive and of variable depth up to a 3.2m maximum, where several Georgian cellars under the street were opened up and backfilled with lean-mix to consolidate the ground under the track.

### 3.2.3 *Strata*

#### **Harcourt Street/Adelaide Road junction** Services trench

<b>0m – 0.1m</b>	Modern flagstones
<b>0.1m – 0.5m</b>	Earlier road surface
<b>0.5m – 0.7m</b>	Mixed brown clay with redbrick inclusions
<b>0.7m – 1.7m</b>	Dark brown slightly silty clay – natural subsoil?
<b>1.7m – 2.2m</b>	Dark grey clay with high pebble/small stone content

#### **Harcourt Street/Adelaide Road junction** Services trench (mid-section)

<b>0m – 0.3m</b>	Modern road surface
<b>0.3m – 1.5m</b>	Mixed grey clay with fragmented redbrick at upper levels and inclusions of charcoal and cockleshell at the base
<b>1.5m – 1.8m</b>	Mid/brown orange clay – natural subsoil

#### **Harcourt Street/Stokes Place junction** Services trench

<b>0m – 0.4m</b>	Modern road surface and foundation material
<b>0.4m – 1.4m</b>	Rubble infill and standing walls from houses knocked in the early 1970s
<b>1.4m – 3.2m</b>	Basement level, truncated during trenching

### 3.2.4 *Archaeological features*

The only features of interest were a number of basements that were partly uncovered at various points along the eastern side of the street (Plate 1). Most of the basements were left largely intact, except at the northern end of the street, opposite Stokes Place, where they were heavily truncated. A survey of these basements was carried out pre-construction and was subject to a separate report by Jackie Jordan of MGL.

The underlying natural stratum was a dark grey clay with a high pebble/small stone content or gravelly mid-brown orange clay. It was usually present at 1.5m below the present ground surface.

### 3.2.5 *Reports issued*

*Coal Cellar Surveys, Harcourt Street, Dublin 2*, Jackie Jordan, MGL, November 2002

### 3.3 *Peter's Place*

#### 3.3.1 *Historical background*

Peter's Place is apparently called after a family who lived there, one of whom, the Rev. M.D. Peter lived at *Jane Ville*, a large house behind the Scots Church on Adelaide Road from 1832 to 1842.

During this period, the street was a dog-legged *cul de sac*, with large gardens extending to the east behind the Adelaide Road properties (Fig. 2). Three large houses occupied the southern side of the *cul de sac* with substantial gardens to the rear. The arrival of the railway in 1854 brought an element of the industrial revolution to this quiet corner of the city. A temporary terminus was erected at Harcourt Road, just off Peter's Place, prior to the construction of Harcourt Street station, which opened in 1859. The houses appear to have been demolished since the 1950s and the neighbourhood was waste ground until its redevelopment in the 1980s.

#### 3.3.2 *Development works*

Excavations on Peter's Place were not extensive and of variable depth up to a 1.3m maximum. The Luas alignment was ramped up from this point to connect with the new bridge over the Grand Canal at Charlemont Place.

#### 3.3.3 *Strata*

Monitoring took place along the whole extent of Peter's Place, where a services trench was excavated.

#### **Peter's Place** Services trench (general)

<b>0m – 0.3m</b>	Modern road surface
<b>0.3m – 0.85m</b>	Mixed grey clay with fragmented redbrick at upper levels and inclusions of charcoal and cockleshell at the base
<b>0.85m – 1.3m</b>	Mid/brown orange clay – natural subsoil

#### 3.3.4 *Archaeological features*

Trenching in this area exposed the line of the old western street frontage before the recent redevelopment in the area. Three rubble filled basements were partly exposed under the most recent path alignment.

3.3.5 *Reports issued*

No reports were generated as a result of the archaeological monitoring in this area.

### 3.4 *Ranelagh*

#### 3.4.1 *Historical background*

The most popular explanation for the derivation of the name Ranelagh comes from the pleasure gardens developed in Cullenswood in 1766, which took their name from the Ranelagh Gardens in London. These in turn had been developed by a descendant of Thomas Jones, Archbishop of Dublin and Lord Chancellor of Ireland (d. 1619) whose son had taken the title of viscount Ranelagh, after their Irish estates in Wicklow (Craig, 193). The name therefore returned to Ireland and consigned Cullenswood to the history books.

The gardens are probably best remembered today, if they are remembered at all, as the location of Richard Crosbie's balloon ascent of 19 January 1785.

#### 3.4.2 *Development works*

Excavation work penetrated through the raised embankment of the old railway line at the various bridging points. Archaeological soils were identified at only one location, on the southern side of the Grand Canal at Grand Parade, underneath the *Charlemont* stop.

#### 3.4.3 *Strata*

A box section c.15m sq. exposed a stratified section under the bank and between the two retaining bank walls. The deposits were raised above the general ground level of the surrounding area. They survived because they were buried under the railway embankment, which protected them the modern developments on either side of the rail line.

#### **Grand Parade**

#### Box section

<b>0m – 0.8m</b>	Mildly compacted garden soil: black/grey highly organic with distinct lenses of refuse material included with a high content of oyster and cockle shell, and a moderate amount of fragmented redbrick. (There was no pottery recovered)
<b>0.8m – 1m+</b>	Compact mixed green clay/black organic with fragmented redbrick inclusions

#### 3.4.4 *Archaeological features*

The material recorded on Grand Parade may pre-date the construction of the Grand Canal on the basis of the poor quality of the brick fragments recovered from the deposit. Rocque depicts several houses in the approximate location of the box section

on his expanded map of the city. No evidence for these structures has appeared on the archaeological record.

The structures are clustered on the northern side of the Mill Road (Charlemont Street-Ranelagh Road), isolated from the urban expansion which had extended as far as the junction of Camden Street and Camden Row to the north (Fig. 3). They represent the beginnings of suburbia in an eighteenth-century context and may have been associated with market gardens depicted to the rear. The location of the box section possibly coincided with an associated rubbish pit.

Although not included on the RMP, there appears to be a circular mound depicted on Rocque immediately adjacent to the structures. Deirdre Kelly recorded a story relating to the cutting of the canal at this location, where the engineers dug through a 'fairy rath' (Kelly, 211). The fairies apparently were driven underground to new lodgings under the canal, where their presence was known locally. The railway bridge was built at the same location and engine drivers who knew the story would blow the whistle on the approach to the bridge so as not to disturb the fairies below. One evening in 1900, a whistle was blown as the engine crossed the bridge and the fairies, in a fit of pique, ensured that the engine ran through the buffers, through the station wall and out onto Hatch Street!

#### 3.4.5 *Reports issued*

The monitoring in this area did not result in the production of a separate report.

### 3.5 *Ranelagh to Milltown Viaduct*

#### 3.5.1 *Historical background*

This area was formerly known as Cullenswood, supposedly from *Colonia*, a farm belonging to the archbishop's Liberty of St. Sepulchre. The area was quite rural until the mid-nineteenth century, the railway doubtless encouraging development.

The Battle of Rathmines was fought along the alignment on 2 August 1649, resulting in the rout of Ormond's Royalist troops by a Parliamentary army led by Colonel Michael Jones, Governor of Dublin. The area of the battle is depicted as *The Bloody Fields* on the 1837 edition of the Ordnance Survey.

#### 3.5.2 *Development works*

The *Luas* alignment runs along the old embankment of the Harcourt Street Line for the first section, before returning to ground level at Elmwood Avenue, continuing at this level until the track passes over the Milltown Viaduct, where it crosses the River Dodder.

#### 3.5.3 *Strata*

Ground reduction along this stretch of the alignment was never more than 600mm in depth. The disturbed material was generally redeposited subsoil, railway gravel or dumped material with occasional fragments of nineteenth-century wares evident.

#### 3.5.4 *Archaeological features*

There were no archaeological features found to be present over the course of the monitoring.

#### 3.5.5 *Reports issued*

There were no reports issued relating to the archaeological monitoring of this section of the line.

### 3.6 *Milltown Viaduct to Dundrum*

#### 3.6.1 *Historical background*

It is obvious on Ordnance Survey maps that this area only developed after the railway was brought through in the 1850s. While some of the surrounding housing dated from the late nineteenth century, most of the estates were built in the 1950s and '60s.

The only RMP site close to the alignment is the site of the medieval parish church at Taney. Taney has its origins in the early Christian period when the site on which the present Church of Ireland building is located was a documented ecclesiastical foundation. Its original name was *Tig Nathi* (or the house of Nathi, its patron saint). This saint is thought to have been a bishop, who probably lived in the 6th century. He was a descendant of the *Dál Messincorb* and is included in the Saints of Hua Nair.

The site and (extensive) parish is recorded in numerous church documents dating from the 12th through to the 16th century. All these records indicate that Taney was a well-developed ecclesiastical establishment which had acquired a significant land holding by the Anglo-Norman period. Around 1170 the lands around Dundrum were granted to John de Clahella, and between 1180-1197 the same John de Clahella granted the tenement of Thacney (Taney) 'a mioty (or half) of Tignai with the church of that vill' to the Archbishop, Laurence O'Toole – 'to Holy Trinity Church, the Archbishop of Dublin and his successors'.

The site currently has a plain, Church of Ireland church built in 1760 by William Monk Gibbon on the site of an earlier church, the precise location of which has not been established but which is likely to be on the site of the present building. The present graveyard boundary curves on the south and west of the site suggesting that it follows the curvature of the supposed early Christian enclosure. The graveyard, to the south of the church, is raised above the level of the ground outside the boundary and falls away steeply by approximately 3m-5m.

#### 3.6.2 *Development works*

The track continues along the old Harcourt Street line and any trenching undertaken was in the nature of 600mm in depth. The only soils disturbed had been introduced to build up the ground for the original permanent way.

### 3.6.3 *Strata*

No strata were recorded along this section of track, apart from one location behind No. 43 Lower Churchtown Road, where natural subsoil was observed in a test pit 2.75m below the finished track level. The material above it appeared to be a mixture of redeposited subsoil and building debris. An RPA engineer informed the writer that building debris was a common constituent of the original track make up along this section. The material possibly derived from demolitions carried out in the city in the 1850s.

### 3.6.4 *Archaeological features*

No archaeological features were recorded over this section of track construction.

### 3.6.5 *Reports issued*

There were no reports issued arising from the monitoring carried out along this section of track.

### 3.7 *Dundrum to Sandyford Industrial Estate*

#### 3.7.1 *Historical background* (Joyce Hickey)

Although evidence for early settlement in the area is scant it does exist. Excavations at a church in Balally, situated in the grounds of the Central Bank, show evidence for early Christian settlement. This site seems to have been enclosed by an earthen bank. Further evidence for early settlement comes from scattered finds discovered in the general area: a human skeleton and flint flake were found in Stillorgan Park; a polished stone axe head was found at Taney to the northeast of Dundrum; a bronze axe was also found at Ticknock to the south of Balally.

In the early historic period, this area of south county Dublin was part of the territory of the *Dál Messin Corb*, the first of the Leinster dynasties (MacShamhráin, 47). They were eventually displaced from the Liffey plain and were gradually pushed further into Wicklow under pressure from other dynasties who themselves were being displaced by Scandinavian settlements being established from the ninth century on. It is possible that this area later became part of the territory dominated *Ui Briúin Chualann* which consisted of the southern parts of county Dublin and the coastal strip towards Wicklow.

During the late-thirteenth and fourteenth centuries, the Irish living in the Wicklow and Dublin mountains began to launch raids on the settlements of south county Dublin. This, combined with the devastation of the Bruce invasion, led to a diminishing of the territory controlled by the administration of Dublin to the area of the Pale, which had developed in the fifteenth century. The Pale was to be defended by an earthen bank and a ditch. Although this earthwork was never completed in its entirety, a section has been found at Balally as well as a possible section between Merrion and Donnybrook (O’Keeffe, 71).

#### *Balally*

The name Balally is partly of Norse origin, being derived from St. Olaf, and it is possible that the church referred to in the letter of 1179 was a Norse foundation. Local tradition states that the foundation of the church at Balally was to mark the end of a feud between two local families. The area around Balally was controlled by the Harold family up until the Anglo-Norman invasion and the area must have been incorporated in the Scandinavian kingdom of Dublin known as *Dyfflinarskiri*, which

covered Dublin and its hinterland, approximating to the modern county. After the invasion the Harolds seem to have retreated into the upland areas between Dublin and Wicklow (Goodbody, 15).

The lands of Ballally were given in 1279 to John De Walhope and twenty years later were occupation of John Othyr, eventually the lands came into the possession of the Walshes of Carrickmines. Similar to the other lands bordering on the mountains, Balally suffered much from 'wars and casualties of fortune' and in a grant from the crown in 1407 to William Walsh it was conditioned that he should build a castle (DU022:024) upon them. No trace of this castle remains but it is believed to have been situated on the road between Balally and Dundrum. In the Hearth Tax Roll of 1664 the castle was recorded as having three hearths. The Walsh family were also responsible for the construction of the castle at Kilgobbin (Goodbody, 19, 23).

The lands were sold to John Borr for £700 in 1646 and he subsequently used the castle as his country residence. Later in the eighteenth century some of the villas that border the high road through Balally were erected. The establishment known as 'Moreen' was built at this time and described as a neat and compact house.

The church at Balally was included in a list of existing ecclesiastical establishments sent in a letter to Rome in 1179. Ball, (74) refers to an 'ancient church', probably (DU022:036), where Catholic services were regularly performed for the Walshes of Balally. Two investigations were carried out at the site and its surroundings. The first involved an assessment of the church prior to the construction of a portion of the Southern Cross Motorway, by Charles Mount in 1990. The site revealed that the church survived as rectangular foundation walls constructed of undressed-mortared granite 12.4m by 7.2m externally, orientated east-west and located in the centre of a slight mound. Aerial photographs from the Fairey Survey of Ireland (BKS 21776139/40) reveal that the church was surrounded by an oval earthen bank 148m in diameter which was enclosed by an outer external bank surviving in the south side. Large quantities of charcoal were found along with two fragments of a bronze strap-tag or belt buckle including animal bone and coarse handmade pottery.

Claire Cotter carried out the second investigation in advance of a gas pipeline, 1 mile south of the church, in 1990. This revealed the foundations of two sections of dry-stone walling during pipe trenching. This feature formed the western and southern sides of a

rectangular or square structure. As yet, it is unclear whether there is any relationship between the two sites.

#### *Sandyford*

There are some upstanding portions of the fifteenth-century Pale boundary at Kilcross and further east at Kilgobbin and Ballyogan; it was also recorded in Merrion/Donnybrook by Joyce (referenced in O’Keeffe, 71). This earthwork defined an area measuring thirty miles long and twenty miles wide which included parts of counties Dublin, Louth, Meath and Kildare (*ibid*, 66); these lands, under English control, were under constant attack from the Irish.

Although it is thought not to have been completed (*ibid*.1992, 72), the form and line of the Pale boundary changed over time and it was further fortified in 1492 after the passing of an Act of Parliament which ordered that the line of defences should consist of ‘a double ditch of six feet high above ground on one side’ (the side closest to the Irish). The Ballyogan section is seen as a wide, flat-topped bank with a ditch on either side. The bases of the ditches are up to 2.5m below the top of the bank and both ditches and bank are between 2 and 3 metres wide (Goodbody, 25, 29).

#### *Kilmacud East and West*

The founder of the church in the locality is unknown, but in the middle ages it was considered to be an important charge with the chaplain, Elias de Kilmacud, described in 1281 as a ‘well known person’. After the suppression of the monasteries the tithes were granted to Sir Anthony St. Leger, the lord deputy of Ireland, in recompense for his services in the reformation of the country and establishment of the government and were sold by him to the De Bathes of Drumcondra, who then assigned them to Christ Church cathedral (Ball, 134).

The proposed of the line from Balally Drive to Balally Primary School passes to the rear of ‘Holy Well’, a recently completed housing development. A granite cross-shrouded by mature trees is located on the landscaped entrance green. No archaeological references could be found concerning this feature or the name of the estate. However, a cartographic search of the area produced evidence that the development is built on land originally belonging to ‘Holywell Cottage’, (1<sup>st</sup> edition Ordnance Survey). This is depicted as a substantial demesne with landscaped gardens, numerous outhouses and a

gate lodge, and the name has obviously survived in the area to the present day. Whether the original name referred to an actual well in antiquity cannot be established.

#### *Leopardstown*

The name of this townland originates in the medieval period. In 1230 the leper hospital associated with the church of St Stephen at Mercer Street, Dublin was granted land in Leperstown (*Baile an Lobhar*) by Geoffrey and Sara Tyrel (Gwynn and Hadcock, 350, 353).

*Gallop Green* is so named due to the swampy nature of the ground that rises towards Whites' Cross, where horses had to gallop to avoid getting stuck. Descriptive English place names such as this are also rooted in the later medieval period (Smyth, 162) and the public house at the crossroads is reputed to be an early coach-house.

#### 3.7.2 *Development works*

Most of this section of track runs along the original cutting of the Harcourt Street Line, which was originally dynamited through the granite bedrock (Plate 2). The track emerges from the cutting just to the southeast of *Kilmacud* halt, running alongside the Stillorgan Reservoirs for the final 600m. Ground reduction at this point was at a minimum, however a large area of ground was striped of topsoil to prepare the ground for the sidings adjacent to the terminus at *Sandyford* and a similar exercise was carried out in the area of the park and ride facility at Balally.

#### 3.7.3 *Strata*

Where the works proceeded through the cutting, fragmented bedrock was exposed in the sections. Further towards Sandyford, natural subsoil underlay disturbed soils at between 150mm and 350mm under the surface.

#### 3.7.4 *Archaeological features*

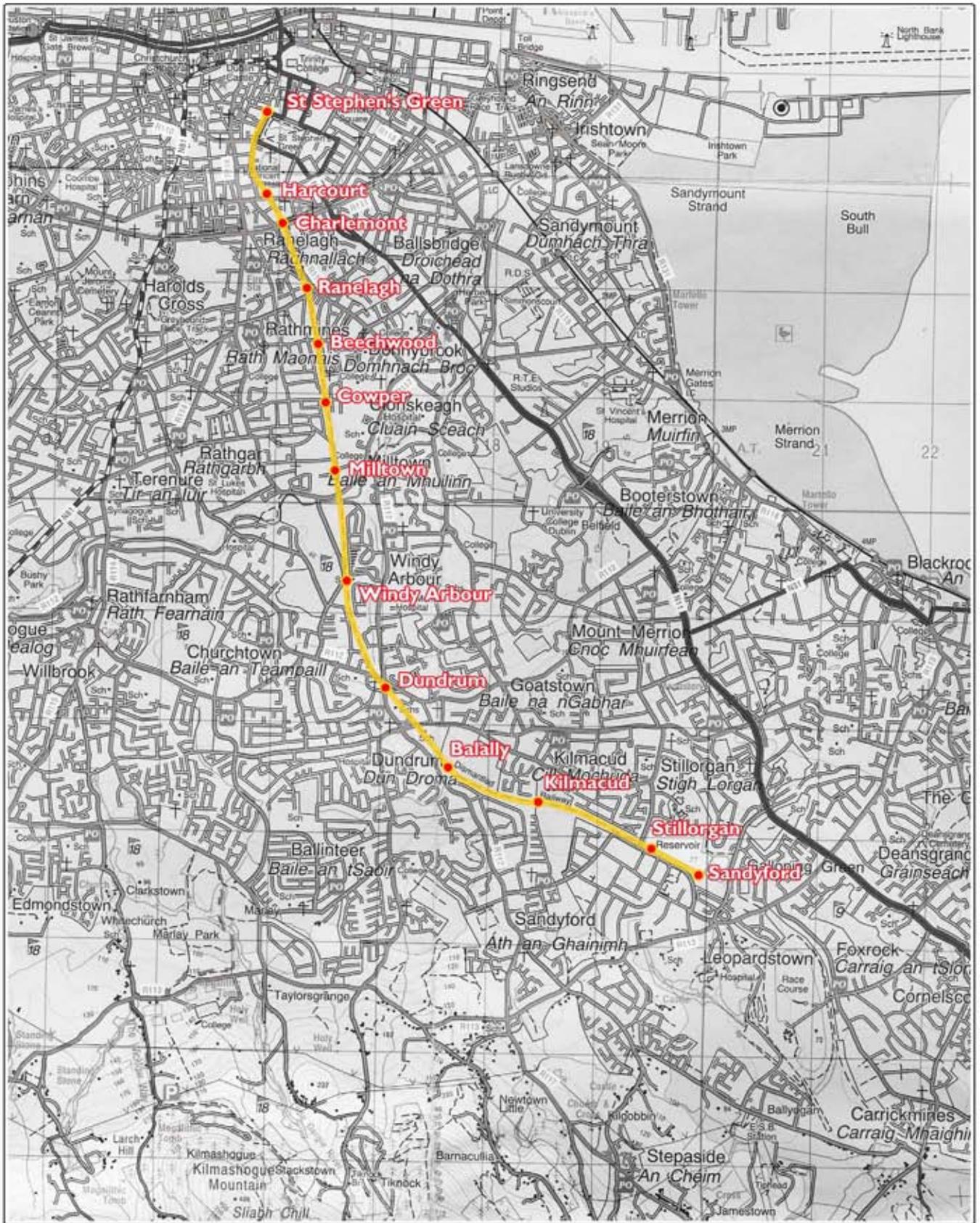
No archaeological features were recorded over this section of track construction apart from a copper coin recovered by an engineer between Dundrum and Balally (**01E1185;1**). The coin had been flattened, probably by a train passing over it as it lay on the track and would appear to be a pre-decimal penny or halfpenny. The coin has been conserved and deposited in the stores of the National Museum of Ireland in Collins Barracks.

*3.7.5 Reports issued*

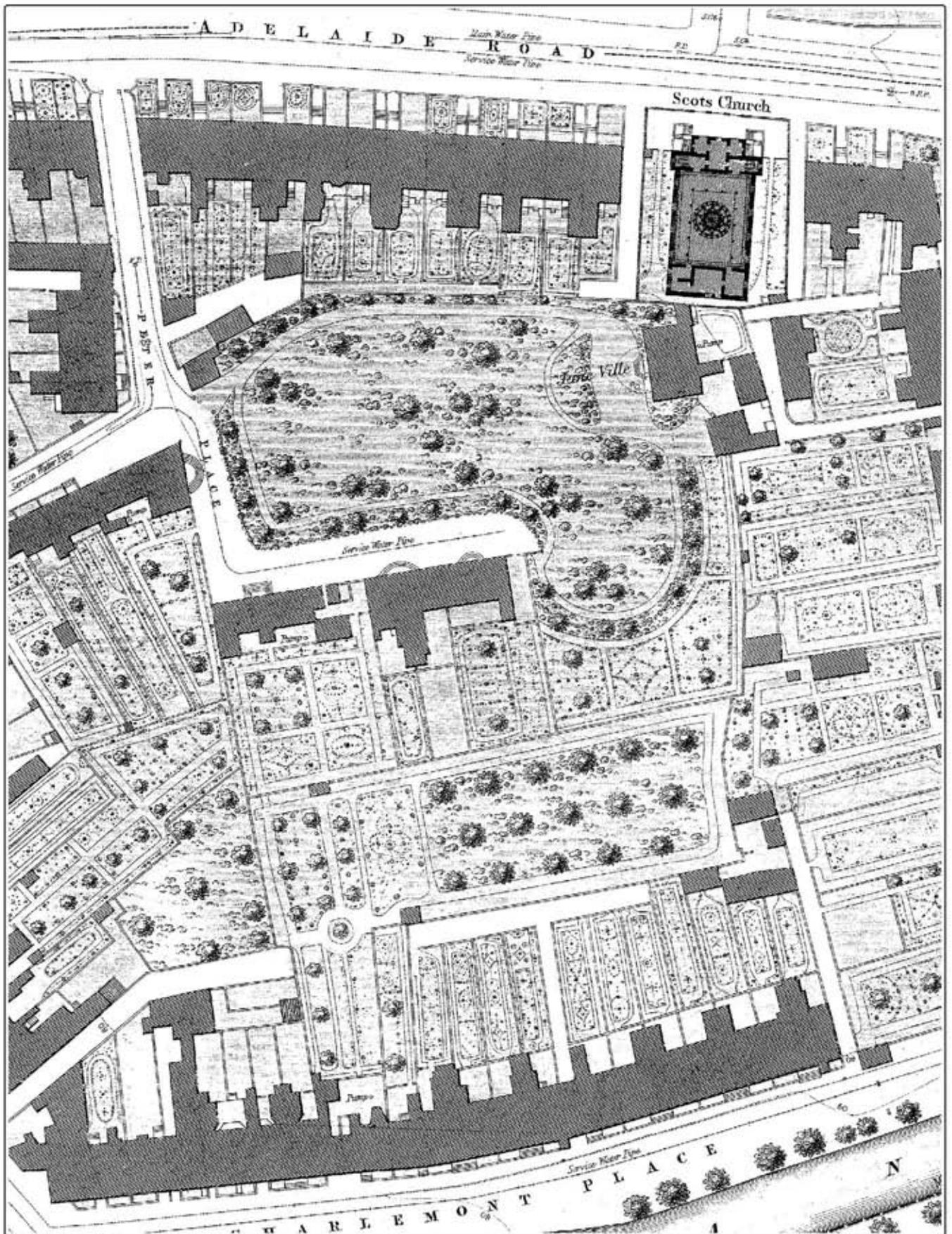
There were no reports issued arising from the monitoring carried out along this section of track or at the park and ride facilities at Balally and Sandyford.

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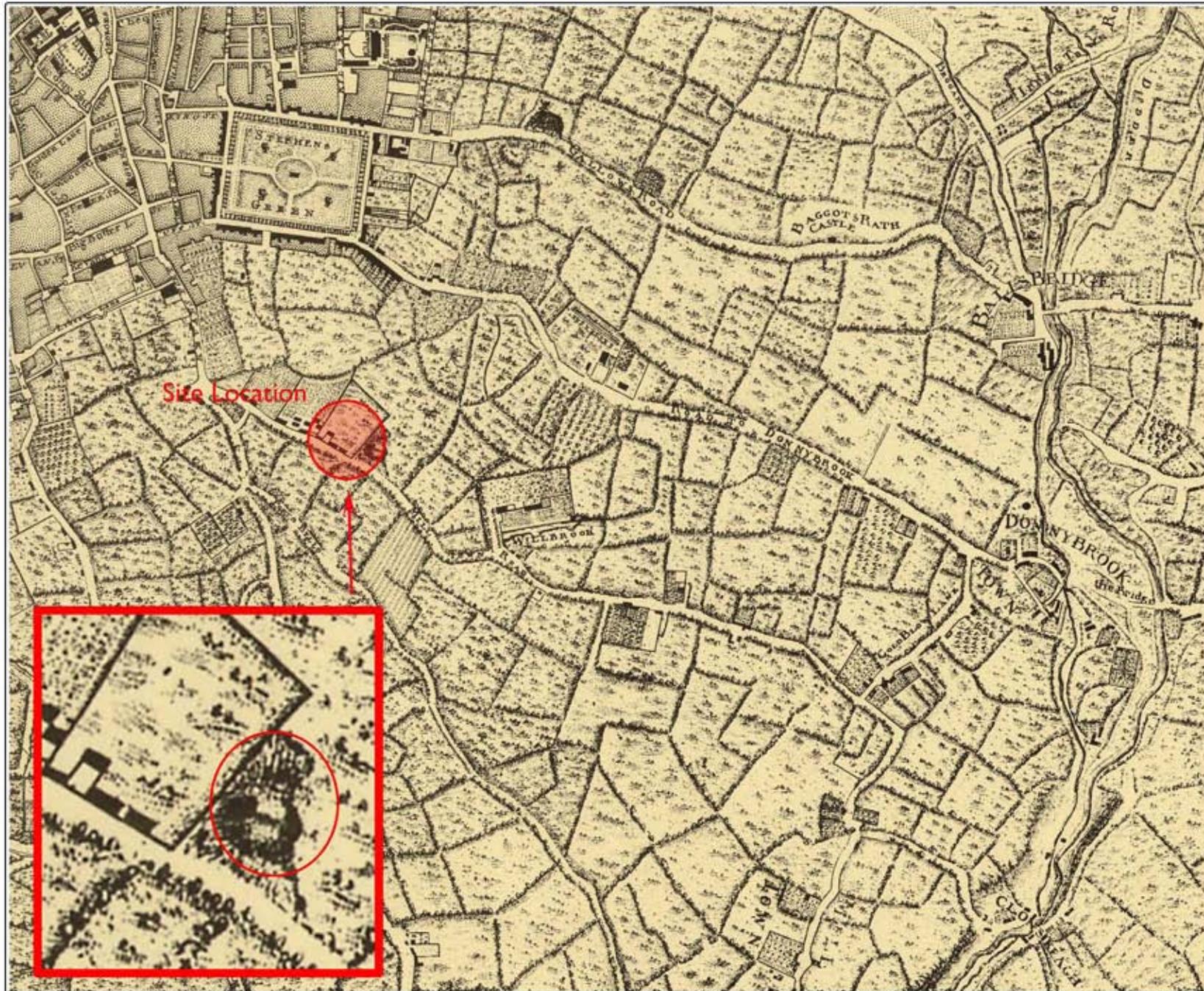


**Job** Luas Line B  
**Ref.** 01302  
**Date** 28.04.05  
**Client** RPA  
**Scale** 1:15,000  
**Fig. 1** Line B alignment



Margaret Gowen & Co Ltd  
Archaeological Consultants & Project Managers

Job Luas Line B  
 Ref. 01302  
 Date 29.04.05  
 Client RPA  
 Scale Not applicable  
 Fig. 2 OS map, 1847



Job Luas Line B  
Ref. 01302  
Date 28.04.05  
Client RPA  
Scale Not applicable  
Fig. 3 Rocque, 1756



Plate 1 Exposed coal cellar at Harcourt Street



Plate 2 Railway cutting at Balally, prior to works taking place