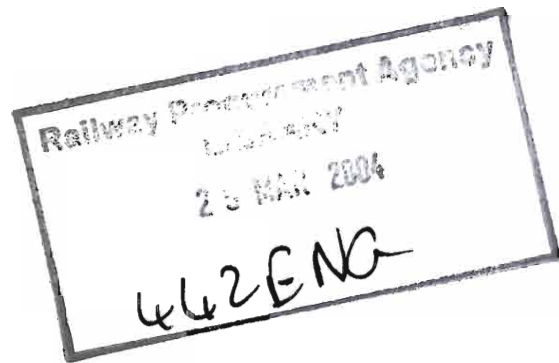


**Archaeological Assessment**

**Bow Street and Church Street  
Dublin 7**

Licence no. 00E772



By  
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For the Light Rail Project Office  
Córas Iompar Éireann

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## 1 Introduction

- 1.1 This report describes the archaeological assessment of the area between Bow Street and Church Street, Dublin 7 (see Fig. 1) and outlines the archaeological implications for the proposed development of the area.
- 1.2 The assessment was carried out for the Light Rail Project Office of CIE in advance of the creation of a new street to be called Tram Street between Bow Street and Church Street.
- 1.3 This area has been the subject of an EIS as part of the LUAS scheme, and more recently of an archaeological appraisal by Dr. Annaba Kilfeather of Margaret Gowen & Co. on behalf of the LUAS scheme.
- 1.4 The area under consideration was examined by way of excavation of five trenches laid perpendicular to the proposed rail line. The trenches were opened in November 2000 by John Ó Néill under licence number 00E0772.
- 1.5 The area is also located immediately south of the medieval ecclesiastical site of St. Michan's which was founded in the eleventh century (Fig. 1) and subsequently enveloped within the urban area of Dublin (see maps in Figs. 2–7). Testing revealed that some medieval remains may be present on site although at depths of 2–3 metres. A wall uncovered on site in Trench 5 may also be quite early in date.

## 2 Historical Background

### 2.1 General

The area around the mouth of the River Liffey has been important throughout the history of human settlement in Dublin. One of the most significant barriers to land travel along Ireland's east coast had always been Dublin Bay and the Liffey estuary. The solution developed to overcome this was a dependable ford which gave Dublin its Irish name, *Áth Cliath* or 'the Ford of the Hurdles'. The exact crossing point appears to have been less than 100m upstream of Fr. Mathew (Church Street) Bridge linking what are now Arran Quay and Usher's Quay.

### 2.2 The Slighe Midluachra

2.2.1 The hurdle ford at Dublin was one of the focal points in the network of ancient roadways that crisscrossed medieval Ireland. It is likely that Bow Street follows the line of the ancient road, the famous *Slighe Midluachra*, that features so prominently in early Irish tales (Little 1956, 27). Dublin was established as an ecclesiastical centre possibly as early as the sixth or seventh century in a location to the south of the ford. Subsequently, in the ninth century, the Vikings established an encampment that grew into the town of Dublin again located to the south of the ford on a ridge overlooking the Liffey.

2.2.2 Although most of the town was located to the south of the Liffey, it is significant that the territory which the Dublin Vikings claimed as their own and which by the early eleventh century was known as *Fine Gall* (and survives today as Fingal) was situated north of the river. It is also interesting that when Brian Ború brought an army north from Munster to subdue Dublin's King Sitric in 1014, the battle was fought north of the Liffey at Clontarf. At least one account of the battle (Todd 1867, 244) refers to a bridge called *Droichet Dubhgail* or 'the Bridge of the Dark Foreigner' which probably indicates that the ford of *Áth Cliath* had been rendered obsolete by then.

### 2.3 The Bridge

2.3.1 The fact that a bridge to span the Liffey was constructed at such an early period is an indication of the importance which Dublin's rulers attached to continuing access to the area north of the river. That it was the Hiberno-Scandinavians (or 'Ostmen') of Dublin who built the bridge seems clear from a reference dating to the late twelfth

century to 'land in the suburbs of Dublin towards the bridge of the Ostmen (*versus pontem Ostmannorum*)' (Gilbert 1889, 414). In 1236, the citizens of Dublin granted to one Ralph Hore a tower 'situated at the south end of the bridge of the Ostmen' (Gilbert 1870, 488), a reference to the Bridge Tower which survived until the eighteenth century.

- 2.3.2 This indicates that this bridge was located slightly downstream from the ford, approximately where Fr. Mathew Bridge is today linking Bridge Street with Church Street. Bridge Street was already in existence when John Cumin was archbishop of Dublin (1181–1212) and he refers to it in one of his papers as 'the street of the great bridge' (McNeill 1950, 32). In a reference of 1317, it is specifically called 'Le Briggestreete' (Gilbert 1889–1922, i. 85). Church Street by contrast was not known as such until the seventeenth century but acquired the name because it ran past the pre-Norman St. Michan's which is one of the oldest parish churches in Dublin. The route of Church Street is outlined on the earliest known map of the town (Speed 1610; Fig. 2) and throughout the medieval period it was the main artery northwards from Dublin, the King's Highway.

## 2.4 *St Michan's Church*

- 2.4.1 It is not clear when the descendants of the Viking settlers in Dublin were converted to Christianity, but there are indications that they or at least their leaders were Christian by the early eleventh century. The new religion gave rise to the need for a place of worship and Christ Church is said to have been founded by King Sitric in 1038. Within two generations of this date, a church was founded on the north side of the river and dedicated to the obscure St. Michan. The traditional date given for the establishment of this church is 1095 or 1096. It enjoyed a pre-eminent place amongst Dublin's churches and is the first church named in the list of the possessions of Christ Church compiled by Archbishop Laurence O'Toole in 1178 (McEnery 1903–21).
- 2.4.2 For six hundred years, St Michan's remained the only parish church on the north side of the city during which time it was a focal point in the life of the community. One of the oldest laneways outside the walls is Hangman Lane (now Hammond Lane) located only a few metres to the south of the proposed Tram Street (Gilbert 1889–1922, i., 282).
- 2.4.3 The area was less cramped than and probably socially inferior to the area south of the Liffey in and around the walled town. Indeed, in the fifteenth century it was one of the town's designated dumping sites. In 1468, it was ordered that 'ne persones cast ne

ley noo dunke [dung] at noo gatte [Newgate] ne in none other place of the citte, but oonly withoute Hankmans ys lane [Hangman Lane], in the holles and pittes there' (Gilbert 1889–1922, i., 329). Somewhere west of Hammond Lane, therefore, somewhere at or very close to Smithfield possibly in the region of Phoenix Street, lie the holes and pits containing the dung of medieval Dublin.

### 3 Archaeological Background

- 3.1 The Sites and Monuments Record (SMR) for Dublin includes several sites in this area, many of which are mentioned in the historical section and some of which have been discovered in recent excavations in this area (see below). The proposed new street has been the subject of a previous report by Dr. Annaba Kilfeather. The site does not cross any known SMR site, although it is within the area of potential of the historic city. Fig. 1 shows the sites in the vicinity of the proposed new road. The SMR number for Dublin's historic city is DU018:020. Only the last three digits of each SMR number are given on the map, so for example, instead of showing the full SMR number of Arran Quay (DU018:020426) only the number '426' is given.
- 3.2 Monuments identified in the area range from industrial to residential and civic or defensive sites. Sites relating to the river include a revetment (an early attempt to consolidate the river bank) at Arran Quay (DU018:020568) and Arran Quay itself (DU018:020426).
- 3.3 Buildings or dwellings are recorded by the SMR at Arran Quay (DU018:020250, DU018:020422) that were probably identified from early maps or from excavation. There are also several mills in the area including the possible aforementioned water mill at the southern end of Smithfield (DU018:020190) and a mill race site near Hammond Lane (DU018:020569).
- 3.4 There are also records of two gateway sites located at the junction of Bow Street and May Lane (DU018:020189) and at Bow Street and Hammond Lane (DU018:020237), suggesting that there may have been some fortification or delineation of Oxmantown between the main road from the north and the common land of Oxmantown Green.
- 3.5 Ecclesiastical sites include the eleventh century St. Michan's church and graveyard (DU018:02084) and a chapel at the southern end of Bow Street and Pudding (now Lincoln) Lane. What appears to have been an ecclesiastical enclosure (DU018:020567) at St. Michan's was discovered during recent excavations (see below).
- 3.6 Between 1992 and 1998, a number of test excavations were carried out in the vicinity of the route of the proposed street and on adjacent sites. Much of what has been found dates to the seventeenth and eighteenth centuries onwards, but there are occasional finds which indicate the area's long historical background.

- 3.7 A pre-development excavation was carried out adjacent to the south wall of St. Michan's graveyard in March 1993 by Beth Cassidy (Cassidy 1993, 17). A single trench 16m by 6m was opened in order to assess the archaeological significance of the site. The excavation revealed a series of disturbed deposits dating from the fourteenth century to the modern period overlying natural gravels. Immediately below the surface lay eighteenth and nineteenth century industrial activity in the form of iron smelting. Beneath these was a layer of redeposited material dating from the thirteenth or fourteenth to the eighteenth centuries. This material seemed to be part of a dumping sequence throughout this period that is possibly related to the dump mentioned above in Section 2.4.3. Elsewhere, a 1.2m deep layer of garden soil crossed the site overlying natural gravels c.5m deep with no soil or sand inclusions. This was interpreted as part of the course of the River Liffey before the last Ice Age or as part of beaching gravels related to the present water systems.
- 3.8 The gravel depth and lack of soil on the site would have caused rapid natural drainage suggesting that a settlement here would have had to import soil to increase fertility and moisture. The unusual drainage here may have accounted for the preservation of interred human remains in the vaults beneath St. Michan's Church. A gravel ridge was recorded on Church Street possibly initiating the first fording point on the River Liffey at its southern end and identified by Clarke as the *Slighe Midluachra* (Clarke 1995, 84).
- 3.9 Subsequent testing was carried out by Alan Hayden at 165–168 Church Street at the eastern end of Hammond Lane (Hayden 1993, 18) involving the opening up of two trenches by machine. One of the trenches identified cellars at 2.6m below ground level. Below this lay river deposited layers of silt and gravel. The second trench revealed cellars 2.5m below ground level with a thick deposit of stone-free yellow clay with an oxidised upper surface between 2.5m and 4.3m. This material possibly represents a bank either of human or natural origin on the edge of the Liffey. Helen Kehoe also carried out excavations at 27–31 Church Street that produced animal bone, shell, and some medieval pottery (Kehoe 1998, 47) and Alan Hayden investigated 102–108 Church Street which produced no archaeological material (Hayden 1998, 47). In 1997, further excavations were carried out in the area between Church Street, King Street, and Stirrup Lane that revealed thirteenth and fourteenth century pottery, animal bones, and a medieval pottery kiln, as well as eighteenth century pits containing large quantities of earthenware and traces of a ditch which probably formed the enclosing ditch around St. Michan's Church (O'Rourke 1997, 37).

- 3.10 Between 1997 and 1998, further excavations were carried out in the area between Church Street, King Street, and Stirrup Lane that produced a small amount of disarticulated human bone, some post-medieval material, and traces of post-medieval foundations and cellars (O'Rourke 1997, 37; O'Rourke 1998, 52). Excavations by Conor McHale in this block produced evidence of a well similar to one found the year before (McHale 1998, 52–53). Earlier excavations in the same area were carried out by Frank Ryan (Ryan 1993, 24) that produced a small amount of human bone.



## 4 Archaeological Test Trenches

### 4.1 *General*

Five archaeological test trenches were opened along the route of the proposed rail line linking Bow Street to Church Street (the proposed Tram Street). These were opened at intervals of roughly fifteen to twenty metres and located between two and four metres from the south wall of the Law Library Building. The trenches are discussed here in numerical order and their layout is indicated on Fig. 8.

### 4.2 *Test Trench 1*

Trench 1 was opened along the proposed route of the rail lines at roughly 51m from the gate to Church Street (at the former junction with St. Mullen's Court) and at 49.50m from the boundary of the site on Bow Street to the west. The northern limits of the trench were located at 2m from the southern wall of the New Law Library. The trench measured 6m in length, was less than a metre in width, and was excavated to a depth of around 3.30m.

The modern ground surface lay at around 4.91m OD and was made up of a 0.10m deep layer of stones and gravel overlying a further 0.10m deep dump of modern masonry rubble. Beneath this layer, there was another dump of masonry including red brick, tiles and mortar. This deposit was present from depths of 0.20m to 0.50m from the northern end of the trench. There were a number of large fragments of iron slag present in this layer. A considerable number of dressed limestone blocks were present throughout this deposit. The deposit was present to a depth of 1.40m from the southern end of the trench and up to 1.80m from the northern end of the trench. At that point, there was a vertical break in the stratigraphy and the deposit was only present from a depth of 0.20m to 0.50m. Here it overlay a grey/yellow layer of mortar, brick, and tiles located at between 0.50m and 0.80m in depth. This break in the stratigraphy probably coincides with the back wall of the foundry indicated on the 1907–8 OS map.

From 1.40m at the southern section and 0.80m in the northern section, a grey-brown silty clay was present. This layer contained butchered animal bone, pan tiles, oyster and periwinkle shells, clay pipe stems and sherds of Black ware, North Devon wares and Bellarmine. At 2.30m, a deposit of silty orange clay was present and sloped down to a depth of 3.30m between 2.50m and 1.50m from the northern end of the trench. A gravelly natural subsoil was encountered at around 3.20m (1.61m OD) at the southern end of the trench but excavation of the northern end was discontinued.

*Ground surface at 4.91m OD*

<b>0–0.10m</b>	Gravel.
<b>0.10–0.20m</b>	Modern masonry rubble.
<b>0.20–0.50m</b>	Loose dumped fill including red brick, mortar, tiles, masonry and iron slag.

*From northern end of trench to 1.80m*

<b>0.50–0.80m</b>	A grey-yellow dump including mortar, tiles and brick.
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*From northern end of trench to southern end.*

<b>0.50–3.20m</b>	Deposit of grey-brown silty clay containing varying quantities of butchered animal bone, charcoal, stone, clay pipes, pan tiles, shells and post-medieval pottery. Present from a depth of 0.80m across the northern end of the trench to a depth of 3.20m. The northern end of the trench was discontinued at 3.20m (or 1.71m OD). At the southern end, it overlay a layer of loose orange clay to a depth of 2.30m.
<b>2.30–3.20m</b>	Deposit of loose orange clay. Also contains silt and some small stones and possibly gravel (redeposited natural). It dipped dramatically to the north (by over 1m). A number of pan tiles and a sherd of earthenware were recovered from this deposit but it was uncertain if they were securely linked to it.
<b>3.20m +</b>	Compacted clays uncovered, possibly natural subsoil but possibly archaeological. Excavation discontinued at this depth (1.71m OD).

**4.3 Test Trench 2**

Trench 2 was opened along the proposed route of the rail lines at roughly 62m from the gate out to Church Street (at the former junction with St. Mullen's Court) and at 38.5m from the boundary of the site on Bow Street to the west. The northern limits of the trench were located at 4m from the southern wall of the New Law Library. The trench measured 4m in length, was less than a metre in width and was excavated to a depth of around 2.70m.

The modern ground surface lay at around 4.93m OD and was made up of a 0.10m deep ground slab overlying a further 0.60m deep dump of modern masonry rubble. Beneath this layer, there was a layer of loose grey clay including red brick, tiles, and mortar (between 0.70m and 0.90m from the present ground surface). This overlay a grey-brown

silty clay. This layer contained butchered animal bone, pan tiles, oyster and periwinkle shells, clay pipe stems and sherds of North Devon wares and slip wares. A gravelly natural subsoil was encountered at around 2.70 m (2.21 m OD).

*Ground surface at 4.93m OD*

<b>0–0.10m</b>	Ground slab
<b>0.10–0.70m</b>	Modern masonry rubble.
<b>0.70–0.90m</b>	Loose dumped fill of grey clay including red brick, mortar and tiles.
<b>0.80–2.70m</b>	Deposit of grey-brown silty clay containing varying quantities of butchered animal bone, charcoal, stone, clay pipes, pan tiles, shells and post-medieval pottery.
<b>2.70 m</b>	Natural river gravels uncovered (at 2.23m OD).

#### 4.4 *Test Trench 3*

Trench 3 was opened along the proposed route of the rail lines at roughly 15m from the gate out to Church Street (at the former junction with St. Mullen's Court) and at 85.50m from the boundary of the site on Bow Street to the west. The northern limits of the trench were located at 3m from the southern wall of the New Law Library. The trench measured 4m in length, was less than a metre in width and was excavated to a depth of around 2.60m.

The modern ground surface lay at around 5.01m OD and was made up of a 0.10m deep layer of stones and gravel, overlying a further 0.20m deep dump of modern masonry rubble. Beneath this layer, there was another dump of masonry, including rubble, red brick, tiles, mortar and Black wares. This deposit was present from depths of 0.30m to 0.50m from the northern end of the trench. The deposit was present to a depth of 1.10m from the southern end of the trench up to 2.50m from the northern end of the trench. At that point, there was a vertical break in the stratigraphy and the deposit was only present from a depth of 0.30m to 0.50m. From 1.10m at the southern section and 0.50m in the northern section, a grey-brown silty clay was present. This layer contained butchered animal bone and teeth, pan tiles, oyster and periwinkle shells, clay pipe stems and sherds of North Devon wares and some Dublin Cooking ware and Dublin-type ware sherds. The lower portions of this layer appeared quite turbated and may have been ploughed at some point in the past. A possible stone surface of large rounded cobbles was encountered at a depth of 2.60m and excavation was discontinued. This was either an archaeological feature or the top of the river gravels. The depth at this point was at 2.41m OD.

*Ground surface at 5.01m OD*

<b>0–0.10m</b>	Gravel.
<b>0.10–0.30m</b>	Modern masonry rubble.
<b>0.30–0.50m</b>	Loose dumped fill, including red brick, mortar, tiles and Black wares. At 2.50m from the northern end of the trench to the southern end of the trench, this layer was present to 1.10m.
<b>0.50–2.60m</b>	Deposit of grey-brown silty clay containing varying quantities of butchered animal bone, animal teeth, charcoal, stone, clay pipes, pan tiles, shells, North Devon wares, Dublin-type wares and cooking wares. Present to a depth of 2.60m, the lower portions of which may have been ploughed.
<b>2.60m +</b>	Layer of rounded cobbles (up to 0.20m in length) uncovered, possibly the top of the natural river gravels, but may also be archaeological. The size and depth of the trench made fuller examination unsafe. Excavation was discontinued at this point (2.41m OD).

**4.5 Test Trench 4**

Trench 4 was opened along the proposed route of the rail lines at roughly 34m from the gate out to Church Street (at the former junction with St. Mullen's Court) and at 66.50m from the boundary of the site on Bow Street to the west. The northern limits of the trench were located at 2m from the southern wall of the New Law Library. The trench measured 4m in length, was less than a metre in width and was excavated to a depth of around 2.90m.

The modern ground surface lay at around 5.03m OD and was made up of a 0.10m deep ground slab overlying a further 0.50m deep dump of modern masonry rubble. Beneath this layer, there was a layer of loose grey clay including crushed red brick and mortar between 0.60m and 0.90m from the present ground surface. This overlay a grey-brown silty clay. This layer contained butchered animal bone, animal teeth and skulls, pan tiles, oyster, mussel and periwinkle shells, clay pipe stems and sherds of North Devon wares, Black wares and some fragments of Dublin-type wares. At the lower levels, the ground appears to have been ploughed or heavily disturbed. A gravelly natural subsoil was encountered at around 2.90m (2.13m OD).

*Ground surface at 5.03m OD.*

<b>0–0.10m</b>	Ground slab
<b>0.10–0.60m</b>	Modern masonry rubble.
<b>0.60–0.90m</b>	Loose dumped fill of grey clay including crushed red brick and mortar.
<b>0.90–2.90m</b>	Deposit of grey-brown silty clay containing varying quantities of butchered animal bone, animal teeth and skulls, charcoal, stone, clay pipes, pan tiles, shells and post-medieval and medieval pottery.
<b>2.90 m</b>	Natural river gravels uncovered (at 2.13m OD).

#### 4.6 *Test Trench 5*

Trench 5 was opened along the proposed route of the rail lines at roughly 78m from the gate out to Church Street (at the former junction with St. Mullen's Court) and at 22.50m from the boundary of the site on Bow Street to the west. The northern limits of the trench were located at 2.80m from the southern wall of the New Law Library. The trench measured 4.50m in length, was less than a metre in width and was excavated to a depth of around 2.40m.

The modern ground surface lay at around 4.66m OD and was made up of a 0.18m deep ground slab overlying a further 0.25m deep dump of brown-black vitrified material. This was present for 1.40m from the northern end of the trench. Beneath this layer and the ground slab, there was a layer of red brick, mortar and stone that was present to a depth of around 0.55m below the present ground surface.

At this point, a wall divided the stratigraphy in the trench in two. The wall was located at around 1.90m from the northern end of the trench and was around 0.50m thick. It crossed the trench at a slight angle and was orientated NNW/SSE. Although it was difficult to record much of the wall given the width of the trench, it appeared to have been faced on the southern side. The wall itself was of coursed limestone blocks up to 0.50m in length and 0.30m in depth and bonded with a coarse grey/white mortar. The masonry was similar to a dump identified in Trench 3. Some red brick adhered to the surface of the wall at the upper level but could not be clearly identified as an actual component of the fabric.

The wall could be traced to a depth of at least 1.30m (to around 3.36m OD) and possibly as deep as 1.60m (or 3.06m OD). No cut for the wall or the original construction level could be identified. The stratigraphy differed on either side of the wall.

On the southern side, the layer of Early Modern rubble described above was present to a depth of around 0.55m. It directly overlay a layer of rounded cobbles, one course thick (around 0.10m).

The cobbles sealed a deposit of mid-brown silty clay containing butchered animal bone, oyster, mussel and periwinkle shells, clay pipe stems and sherds of post-medieval pottery and some fragments of Dublin-type wares. At the lower levels, the ground appears to have been ploughed or heavily disturbed as the main components at this level (shell and medieval potsherds) were either crushed or in small pieces. A gravelly natural subsoil was encountered at around 2.40m (2.23m OD).

On the northern side, the upper rubble fill overlay a layer of sand and mortar to a depth of around 0.60m. This sealed a deposit of sticky grey clay that was present to a depth of 1.33m. This contained post-medieval pottery, animal bone, shell and a substantial quantity of stones, most smaller pebbles and cobbles. Below 1.33m (around 3.33m OD), the same deposit appeared to be present as at the southern side of the wall. Natural gravels were encountered at around 2.00 m (2.66 m OD).

*Ground surface at 4.66m OD.*

<b>0–0.18m</b>	Ground slab
<b>0.18–0.43m</b>	Brown/black vitrified deposit, only present at northern 1.40m of trench.
<b>0.18–0.55m</b>	Loose dumped fill of red brick and mortar.
<b>Wall present at 1.90 m from N. end of trench as described above.</b>	

*Stratigraphy north of wall:*

<b>0.55– 0.60m</b>	Layer of sand and mortar mixed with some clay and silt.
<b>0.60–1.33m</b>	Deposit of sticky grey clay present to a depth of 1.33m containing post-medieval pottery, animal bone, shell and a substantial quantity of stones, most smaller pebbles and cobbles.
<b>1.33–2.00m</b>	Deposit of grey-brown silty clay containing varying quantities of butchered animal bone, charcoal, stone, pan tiles, shells and post-medieval pottery.
<b>2.00 m</b>	Natural gravels uncovered (at 2.66m OD).

*Stratigraphy south of wall.*

<b>0.55–0.65m</b>	Layer of rounded cobbles one course deep.
<b>0.650–2.40m</b>	Same deposit of grey-brown silty clay as north of wall containing varying quantities of butchered animal bone, charcoal, stone, pan tiles, shells, post-medieval and medieval pottery and a fragment of a medieval floor tile.
<b>2.40 m</b>	Natural river gravels uncovered (at 2.26m OD).

## 5 Conclusions

- 5.1 The trenches excavated across the site revealed upper deposits related to known industrial processes on site such as the foundries indicated on the 1907–08 OS map.
- 5.2 The wall and cobbled surface identified in Trench 5 should probably be equated with the lane shown on some of the early maps of the site. There is a laneway shown at this location on maps by Brooking (1728), Rocque (1756) and Campbell (1811). Campbell is the only one to give a name for the lane although he just labelled it ‘Lane’. The eastern end of this thoroughfare is labelled as S(t)Mullen’s Court on the 1907–08 OS map, but no derivation for this name could be found in the standard literature. The laneway may follow the line of the enclosure around St. Michan’s as depicted by Speed (1610). This suggests that it was in use as a property boundary from the early seventeenth century or earlier until at least 1876 when it was depicted (in part) on the OS map. The 1907–08 edition shows a foundry built up against the southern side of the lane which had been incorporated into the (foundry?) buildings to the north. Prior to more detailed examination, no definitive statement can be made about the date or nature of the wall uncovered in Trench 5.
- 5.3 The deposits of cultivated soils stratified below the more recent industrial deposits were similar to those identified on the site of the Law Library to the immediate north by Beth Cassidy in 1993 (Cassidy 1993). These soils contained quantities of seventeenth or eighteenth century pottery (Black Ware, North Devon Wares, Bellarmine), other glazed and unglazed earthenwares, a fragment of a glazed medieval floor tile, and medieval Dublin-type wares and Dublin cooking wares. A single sherd of another coarse fabric pottery of medieval date was also uncovered. Some of the sherds of medieval pottery are of possible twelfth century date suggesting that these soils must have been deposited some time after the twelfth century. The excavator of the adjoining site considered this soil deposit to be imported (Cassidy 1993) and as such they are likely to post-date the earliest quay wall on this side of the Liffey which dates to the thirteenth century (Hayden 1990; Simpson 1994). The ground surface at the Bow Street-Church Street site lies at around 1.71m OD to 2.66m OD, both below the highest tide of the Liffey which is at around 4m OD, so they would have been inundated for part of the time prior to the construction of the quay walls in the thirteenth century. The base of these soil lay between 2.66m OD and 1.71m OD. In Trenches 1, 3 and 5, other features were uncovered which might warrant further investigation if construction occasions any disturbance in the vicinity.



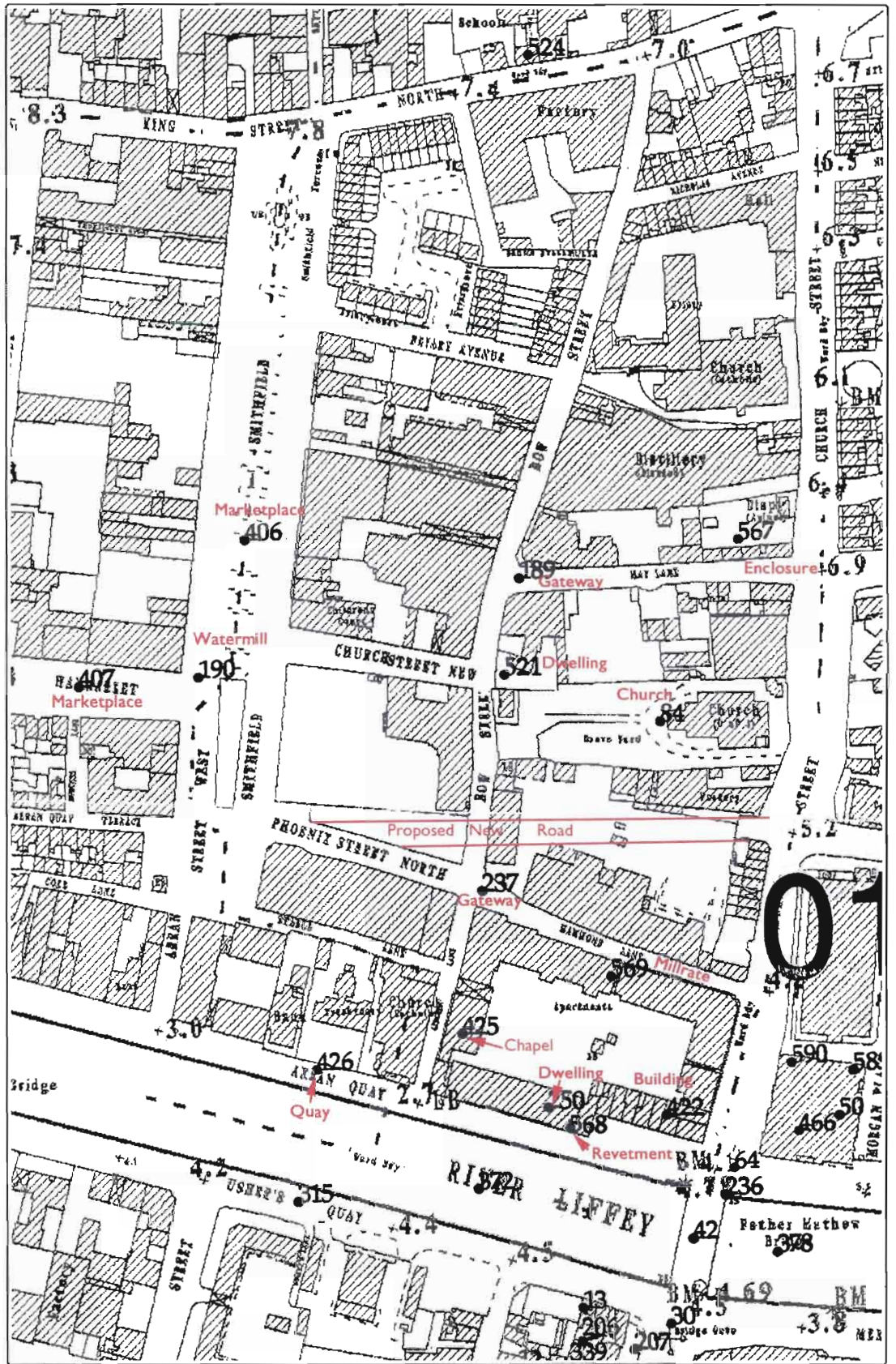
- 5.4 Construction will involve the removal of up to 1m of the upper deposits to accommodate the track bed and deeper pits to accommodate the posts for the overhead wires. The full specifications for these elements of the construction are not yet available but will probably involve some level of disturbance of the archaeological deposits such as the medieval soils. When detailed sections through the proposed rail line and posts for the overhead wires become available, it will be necessary for a mitigation strategy to be agreed with the relevant authorities (i.e. *Dúchas*, the National Museum and Dublin Corporation).

John Ó Néill

January 12, 2001

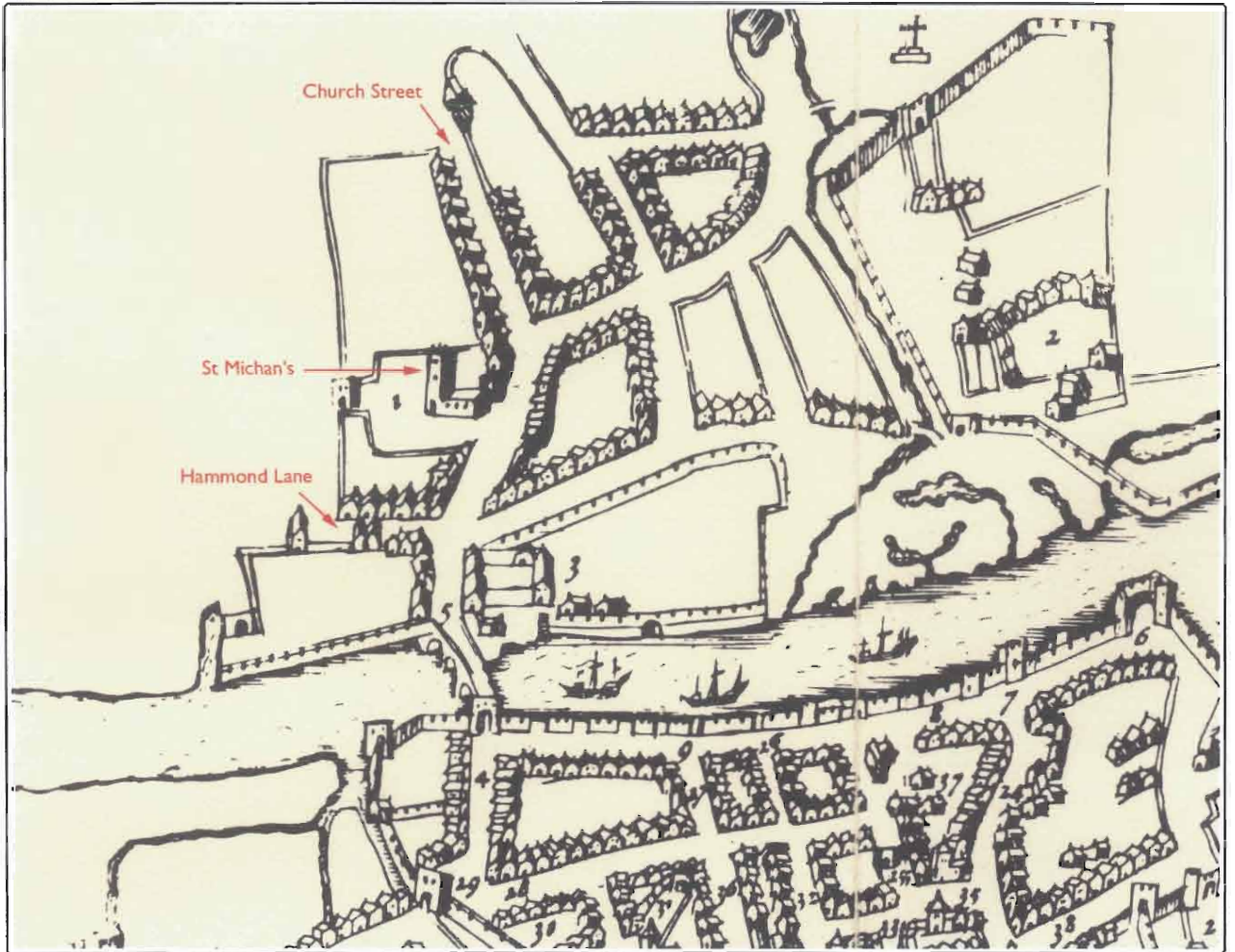
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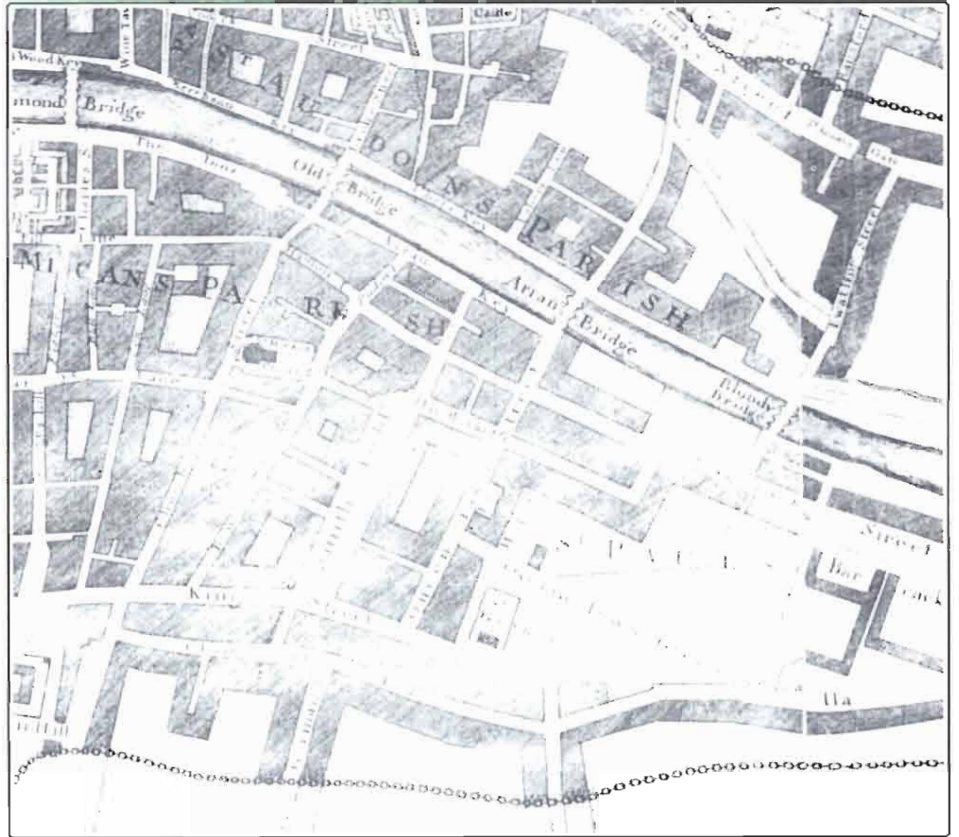


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Architectural Consultants & Project Managers

Job Tram Street,  
Dublin 7  
Ref. 00201  
Date 10.01.01  
Client LRT/CIE  
Scale Not Applicable  
Fig. 1 The study area



**Job** Tram Street,  
Dublin 7  
**Ref.** 00201  
**Date** 10.01.01  
**Client** LRT/CIE  
**Scale** Not Applicable  
**Fig. 2** Detail from Speed's  
map of Dublin (1610)

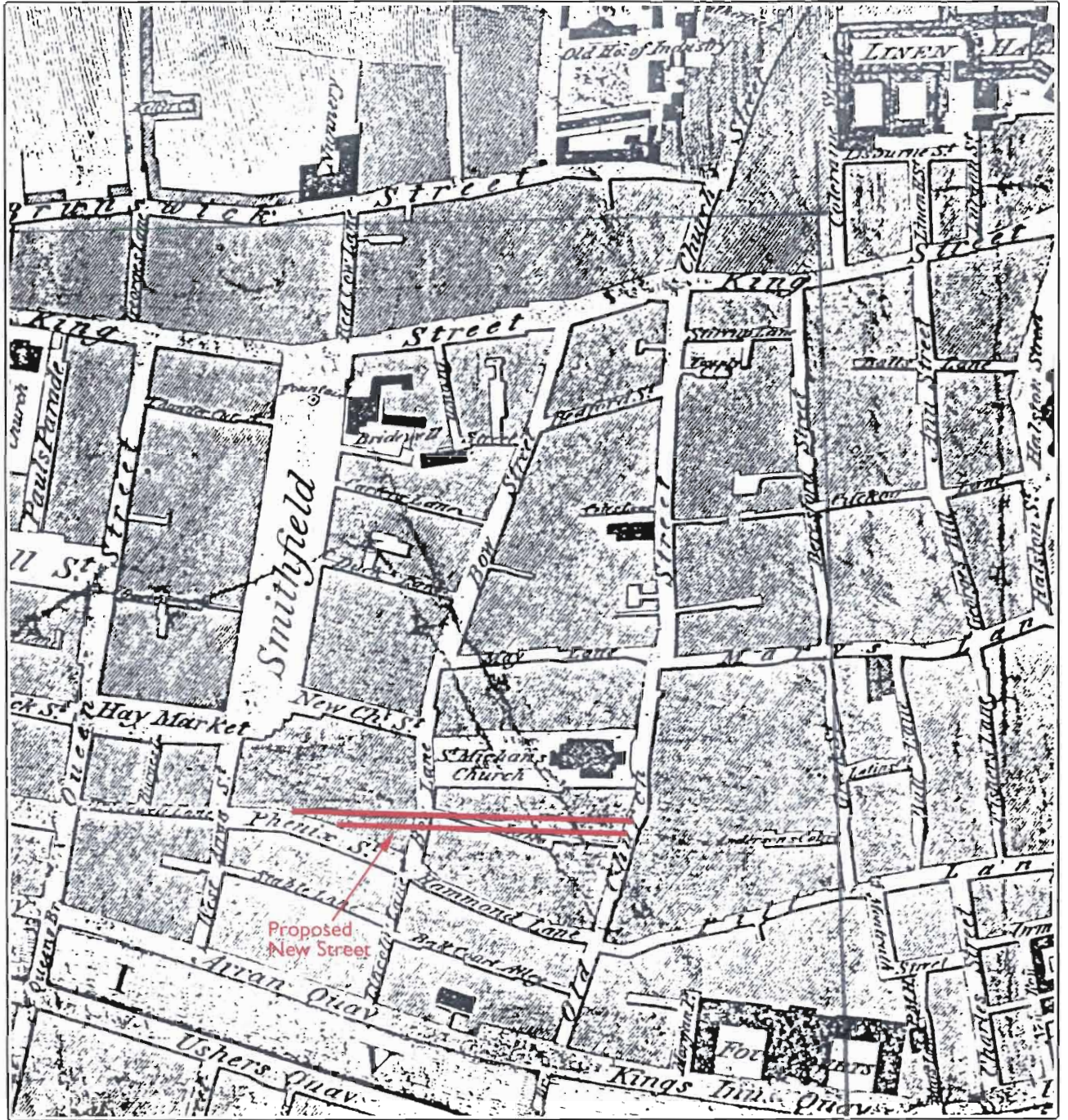


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**Fig. 3** Detail from Brooking's  
map of Dublin (1728)

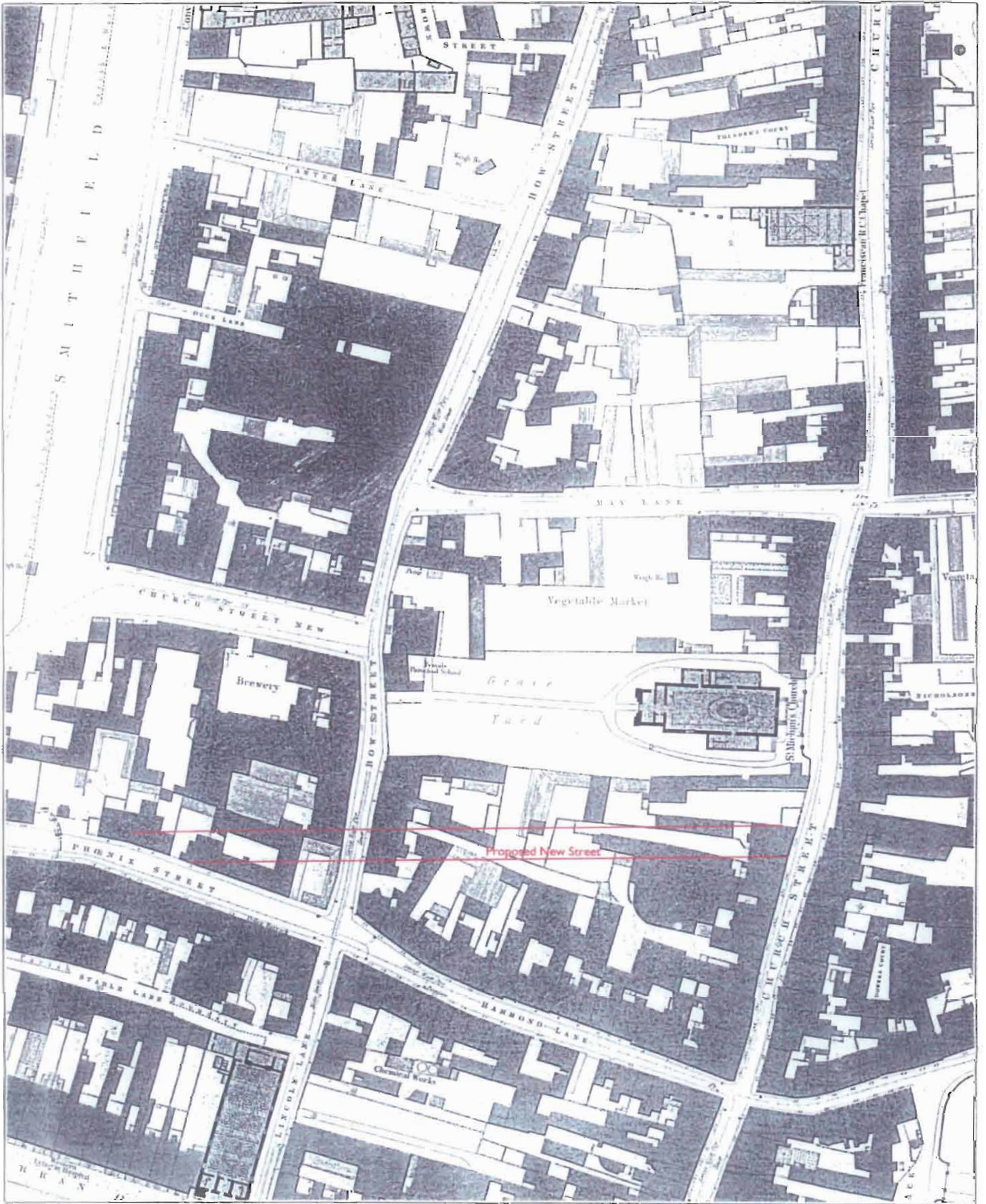



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**Scale** Not Applicable  
**Fig. 4** Detail from Rocque's  
 map of Dublin (1756)




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Dublin 7  
**Ref.** 00201  
**Date** 10.01.01  
**Client** LRT/CIE  
**Scale** Not Applicable  
**Fig. 5** Detail from Campbell's  
map of Dublin (1811)

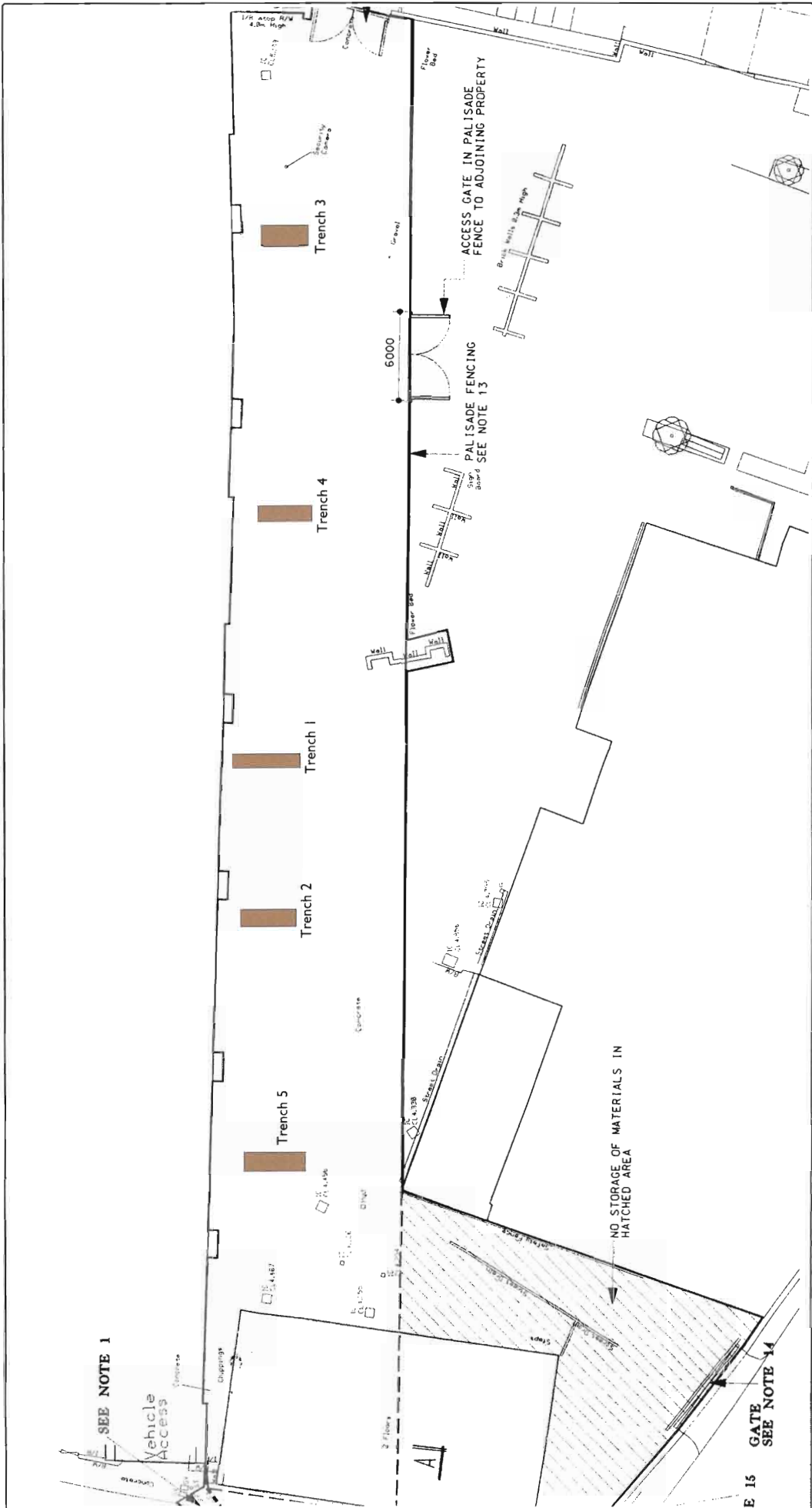



 Dublin City Council  
 Planning Department  
**Job** Tram Street,  
 Dublin 7  
**Ref** 0020/  
**Date** 10.01.01  
**Client** LRT/CIE  
**Scale** 1:1,056  
**Fig. 6** Ordnance Survey map (1876)






 Job Tram Street, Dublin 7  
 Ref. 06201  
 Date 18.01.01  
 Client LRT/CIE  
 Scale 1:1,056  
 Fig. 7 Ordnance Survey map (1907-8)



**Job** Tram Street,  
 Dublin 7  
**Ref.** 00201  
**Date** 10.01.01  
**Client** LRT/CIE  
**Scale** Not Applicable  
**Fig. 8** Layout of Trenches