



Luas Cross City
Area 29: St. Stephen's Green to Dominick Street
Archaeological Desktop Assessment Report

DOCUMENT HISTORY LOG

Doc. No.	Doc. Status	Issue Date	Description	Prepared	Reviewed	Approved
BXD-AHDA-0001-01	Draft	November 2012	Original	ED/MF	MF/RC	MF
BXD-AHDA-0001-02	Final	November 2012	Original amended	ED	MF	MF
BXD-AHDA-0001-03	Final	December 2014	Original amended	ED	MF	MF

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	METHODOLOGY.....	3
3.0	ARCHAEOLOGICAL AND HISTORICAL BACKGROUND.....	5
4.0	ASSESSMENT OF THE ARCHAEOLOGICAL POTENTIAL OF THE STUDY AREA	7
4.1	St. Stephen's Green Park.....	8
4.1.1	Recorded Monuments.....	9
4.1.2	Previous investigative works.....	10
4.1.3	Potential archaeological remains.....	11
4.2	St. Stephen's Green West.....	11
4.2.1	Recorded Monuments.....	12
4.2.2	Previous investigative works.....	13
4.2.3	Potential archaeological remains.....	14
4.3	St. Stephen's Green North.....	14
4.3.1	Recorded Monuments.....	15
4.3.2	Previous investigative works.....	15
4.3.3	Potential archaeological remains.....	16
4.4	Grafton Street.....	17
4.4.1	Recorded Monuments.....	18
4.4.2	Previous investigative works.....	18
4.4.3	Potential archaeological remains.....	18
4.5	Dawson Street.....	19
4.5.1	Recorded Monuments.....	20
4.5.2	Previous investigative works.....	20
4.5.3	Potential archaeological remains.....	21
4.6	Nassau Street.....	22
4.6.1	Recorded Monuments.....	23
4.6.2	Previous investigative works.....	23
4.6.3	Potential archaeological remains.....	24
4.7	College Green.....	24
4.7.1	Recorded Monuments.....	26
4.7.2	Previous investigative works.....	26
4.7.3	Potential archaeological remains.....	26

Railway Procurement Agency

Title: Luas Cross City St. Stephen's Green to Dominick Street Desktop Assessment

4.8	College Street.....	27
4.8.1	Recorded Monuments	28
4.8.2	Previous investigative works.....	28
4.8.3	Potential archaeological remains	29
4.9	Westmoreland Street.....	30
4.9.1	Recorded Monuments	30
4.9.2	Previous investigative works.....	30
4.9.3	Potential archaeological remains	32
4.10	Hawkins Street	32
4.10.1	Recorded Monuments	34
4.10.2	Previous investigative works.....	34
4.10.3	Potential archaeological remains	35
4.11	O'Connell Street	35
4.11.1	Recorded Monuments	36
4.11.2	Previous investigative works.....	37
4.11.3	Potential archaeological remains	38
4.12	Parnell Street.....	39
4.12.1	Recorded Monuments	40
4.12.2	Previous investigations.....	40
4.12.3	Potential archaeological remains	41
4.13	Marlborough Street.....	41
4.13.1	Recorded Monuments	42
4.13.2	Previous investigative works.....	42
4.13.3	Potential archaeological remains	43
4.14	Dominick Street	43
4.14.1	Recorded Monuments	45
4.14.2	Previous investigative works.....	45
4.14.3	Potential archaeological remains	46
5.0	REFERENCES.....	46
5.1	Additional sources	49

1.0 INTRODUCTION

Luas Broombridge (Line BXD; currently referred to as Luas Cross City (LCC)) will serve a 5.6km long corridor, extending from the Luas Green Line at its current terminus (St. Stephen's Green) to the Iarnród Éireann Broombridge Station on the Maynooth railway line. The proposed scheme will link Dublin City Centre to Phibsborough and Cabra via Broadstone and Grangegorman.

This report pertains to an archaeological desktop assessment of Dublin City Centre from St. Stephen's Green to Dominick Street (Figure 1). The desktop assessment was prepared to inform the archaeological potential of proposed works associated with the construction and operation of Luas Broombridge.

A Railway Order for Luas Broombridge, was granted by An Bord Pleanála on 2nd August 2012 and became enforceable on 28th September 2012.

2.0 METHODOLOGY

For ease of identification in the Environmental Impact Statement (EIS), Luas Broombridge was divided into two distinct areas. These areas were labelled Area 29 and Area 30 respectively. Area 29 extends from St. Stephen's Green (West) to the former Broadstone Railway Cutting on Constitution Hill. Area 30 stretches from the former Broadstone Railway Cutting to Broombridge.

This assessment was conducted in order to identify the key archaeological constraints at or in the immediate vicinity of Luas Broombridge Works within Area 29, namely from St. Stephen's Green to Dominick Street. The study area comprises a buffer zone of 20m either side of the existing building line adjacent to the Luas Broombridge alignment as present along the main thoroughfares of Dublin City Centre.

The following streets/areas are located within the study area to the south of the River Liffey:

- St. Stephen's Green Park: Located on the terminus of Luas Broombridge, this park is a National Monument
- St. Stephen's Green West: This street runs adjacent to the park from Cuff Street in the south to Grafton Street in the north. Only the section of the street at the northern Grafton Street end will be addressed within this report
- St. Stephen's Green North: This street runs from Grafton Street in the west to Merrion Row in the east. Only the section of the street as present from Grafton Street to Dawson Street will be addressed within this report

- Grafton Street: Orientated north-south, this street runs from St. Stephen's Green in the south to Suffolk Street in the north
- Dawson Street: Orientated northwest-southeast, this street runs from St. Stephen's Green North to Nassau Street
- Nassau Street: Orientated northwest-south east, this street runs from Leinster Street to Suffolk Street. Only the section of the street as present from Dawson Street to Suffolk Street will be addressed within this report
- College Green: Perpendicular to College Green, this street runs from Dame Street in the west to Trinity College Dublin (TCD) in the east
- College Street: Curving around the perimeter of TCD, this street runs from the intersection of Suffolk Street/Nassau Street in the south to D'Olier Street/Pearse Street in the east
- Hawkins Street: Commencing at the delta island formed by the intersection of D'Olier Street, Pearse Street and College Green, this street terminates at Burgh Quay on the south of the River Liffey
- Westmoreland Street: Orientated northeast-southwest, this street runs from the junction of College Street/College Green in the south to terminate at Aston Quay on the south of the River Liffey

The following streets are located within the study area to the north of the River Liffey:

- O'Connell Street: Orientated northwest-southeast, this street runs north of the River Liffey in the area of Bachelors Walk/Eden Quay to Parnell Street
- Parnell Street: Orientated northeast-southwest, this is an extensive street running from Capel Street in the southwest to Gardiner Street in the northeast. Only the section of Parnell Street as present from the intersection with Dominick Street in the west to Marlborough Street in the east will be addressed within this report
- Marlborough Street: Orientated northwest-southeast, this street runs south of Parnell Street to the River Liffey at Eden Quay
- Dominick Street: Orientated northwest-southeast, this street runs from Parnell Street in the south to Western Way/Constitution Hill in the north, it is intersected by Dorset Street which divides Dominick Street into Upper and Lower

For the purpose of this desktop assessment, the following sources were consulted:

- The Luas Broombridge EIS (RPA 2010)
- Record of Monuments and Places Constraint Maps (RMP; www.archaeology.ie)
- The excavations database 1967–2005 (www.excavations.ie)
- Sites and Monuments Records (SMR) Office files
- The Topographic Files of the National Museum of Ireland (NMI)
- Available cartographic sources
- Available documentary sources including a review of archaeological excavation reports and recent RPA investigative works (Appendix A)

3.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The study area is within the zone of archaeological potential (ZAP) of the historic city of Dublin which is Recorded Monument (RMP DU018:020).

The study area to the south of the River Liffey (St. Stephen's Green to Aston Quay/Burgh Quay) is also located outside and to a short distance to the east of the Anglo-Norman medieval core of the city as established by c. 1260. The study area as present on the north side of the River Liffey (i.e. from O'Connell Street to Dominick Street) is located a short distance to the east of the Anglo-Norman settlement of Oxmanstown established in the 12th and 13th centuries (Clarke 1995, 7). Examination of Speed's Map (1610), the Down Survey (c. 1654) and De Gomme's Map (1673) of Dublin City, demonstrates that the study area was undeveloped throughout most of the 17th century comprising either agricultural lands or, as is the case for O'Connell Street Lower and Westmoreland Street, the tidal flood plains of the River Liffey.

Development in Dublin City rapidly increased during the second half of the 17th century, during which time extensive reclamation of the River Liffey marsh tidal flat was undertaken. Revetment walls, quays and bridges were constructed on the newly reclaimed land, the Stein, Poddle and Bradogue Rivers that flowed through the city were culverted, and the city began its eastern extension (RPA 2010).

With the onset of the 18th century, Dublin and its immediate hinterland experienced rapid growth. The Gardiner family (later Barons and Viscounts Mountjoy) and the Viscounts Fitzwilliam of Merrion were hugely influential in developing large tracts of land to the northeast and southwest of the old city. The Gardiners were responsible for the development of Sackville Street, which was planned as a residential mall and promenade by Luke Gardiner from the 1740s onwards. Sackville Street or "Gardiner's Mall" as it was also known stood on the site of present-day Upper O'Connell Street. The establishment of the House of

Parliament (now Bank of Ireland, College Green) on the south side of the River Liffey between 1729 and 1739 instigated the development of this area for residential and commercial use.

As a consequence of this swift growth, the urban landscape comprised settlement clusters and pockets of commerce and trade that were poorly connected due to insufficient transport links. The routeways that did exist were heavily congested. In response to this, a 1757 Act of Parliament provided for the establishment of the Commissioners for the Making of Wide and Convenient Streets and Passages, otherwise known as the Wide Street Commissioners (WSC; Sheridan 2001a, 69). This organisation was fundamental in laying the foundations of the physical characteristics of the modern city and aiding in its economic prosperity. The main achievements of the WSC were the widening and rebuilding of parts of Dame Street, the creation of Westmoreland Street, D'Olier Street, the building of Carlisle (now O'Connell Bridge) and the expansion of Lower Sackville Street (now O'Connell Street Lower) down to the River Liffey.

The city's growth continued unabated and by 1800 Dublin City was the sixth largest in Western Europe (Cullen 1995, 103). The Act of Union in 1801 had a huge impact on the city however, and many of those whose power and wealth had sought and secured the development and extension of the city moved back to London. Although Dublin's prosperity was curbed to a large degree during this period, there were several improvements made to the infrastructure of the city including improvements to the city's water supply, street lighting and street widening. In addition, the General Post Office (GPO) was opened in 1818 and in 1870 a tram system was introduced. The introduction of the latter was hugely influential in the increased growth of suburbs that ensued during this time (RPA 2010).

The early decades of the 20th century saw numerous historic conflicts which shaped the current political status of Ireland and influenced the surviving streetscape of Dublin City Centre. Of particular importance in this context was the 1916 Easter Rising, the War of Independence of 1919–1921, the Civil War of 1922–1923, the bombing of Nelson's Pillar in 1966 and the Parnell Street bombings of 1974.

The Easter Rising of 1916, otherwise referred to as the 1916 Rising, commenced in Dublin on Monday 24th April 1916 and ended on Saturday 29th April 1916 with the surrender of the Volunteer leaders. The rising commenced with the seizing of prominent buildings and parks, namely the GPO, the Four Courts, Dublin City Hall, St. Stephen's Green and the Royal College of Surgeons. Fighting took place throughout Dublin City, in particular on Parnell/Moore Street, O'Connell Street and College Green. Significant skirmishes also took

place within St. Stephen's Green Park where the Volunteer fighters entrenched themselves. Bullet scars from the 1916 Rising can be seen on Fusiliers' Arch, St. Stephen's Green and on the O'Connell National Monument. Numbers 14–17 Moore Street which functioned as a strong hold for the leaders of the Rising are now designated National Monuments.

The guerrilla war tactics of the War of Independence of 1919–1921 and the ensuing Civil War of 1922–1923, in particular the Battle of Dublin in 1922, also affected the architectural heritage of the city of Dublin, from the bombing of the Four Courts, the burning of the Custom House and the O'Connell Street fighting.

Nelson's Pillar which stood on the intersection of O'Connell Street and Henry Street was erected in tribute to the 1805 Battle of Trafalgar Square. The pillar was blown up on 8th March 1966 to mark the 50th anniversary of the 1916 Rising. The demolition of the site greatly altered the architecture of O'Connell Street and the pillar location remained unmarked until the erection of the now internationally renowned "Spire" or "Monument of Light" in 2003.

Another historical event which took place in the city centre during "The Troubles" was the Dublin and Monaghan bombings of 1974 which were carried out by the Ulster Volunteer Force. Three car bombs were detonated in Dublin City, killing a total of 33 people. Of relevance for Luas Broombridge was the Parnell Street bombing, as the car bomb was parked outside "The Welcome Inn" pub. The bomb tragically killed 11 people including 2 infants; a plaque commemorating the victims of the car bomb is incorporated into the southern footpath of Parnell Street. A second bomb was detonated on Talbot Street, east of Marlborough Street, and the third on South Leinster Street. In addition to the multiple fatalities, the bombings also decimated a number of historic Georgian buildings in these areas.

These conflicts led to widespread fighting and bombing on the streets of Dublin city centre, particularly on St. Stephen's Green, O'Connell Street and Parnell Street. Due to the covert nature of much of the military activities of the time, there is a potential that unexploded ordnances relating to these activities remains hidden along the route of Luas Broombridge and may be uncovered by related ground disturbance activities.

4.0 ASSESSMENT OF THE ARCHAEOLOGICAL POTENTIAL OF THE STUDY AREA

The following section provides assessments for St. Stephen's Green Park, St. Stephen's Green West, St. Stephen's Green North, Grafton Street, Dawson Street, Nassau Street, College Green, College Street, Westmoreland Street, Hawkins Street, O'Connell Street, Parnell Street, Marlborough Street and Dominick Street.

For each street, a review of the origins and development of the street as understood from cartographic and historical sources is provided as well as a summary of known Recorded Monuments and a summary of the results of previous investigations within each street study area. The potential archaeological remains likely to be identified by invasive works are also identified for each street within the study area.

4.1 St. Stephen's Green Park

Originally comprising a 60 acre area of marshland, commonly used for grazing, this park was established in 1635 when the City Assembly passed an ordinance stating that "no parcel of St. Stephen's Greene shall henceforth be lett, but wholie kepte for the use of the citizens" (Dúchas, 1). This park was to be called St. Stephen's Green after St. Stephen's Church and Leper Hospital. This church was located on the nearby Stephen Street Lower (c. 300m to the northwest) from AD1192/1215–1698 (Lennon 2008, 23).

In 1664, in order to raise money, 27 acres of commonage were retained for an enclosed public park with the remaining land sub-divided into 96 plots which would be further developed for residential housing. Work on "plowing up and levelling the green" commenced in 1666. In 1669, the green was enclosed by a perimeter wall and in 1670 instructions were issued to further enclose the park with a lime-tree walk and hedging. Due to the marshy nature of the park a perimeter ditch, for drainage was also constructed at this time.

"St Stephens Green" park is first illustrated on De Gomme's Map of 1673 on which the enclosing wall, trees and hedging are clearly illustrated. Access to the park is via three entrance gates, located on the north, east and west sides. The park is defined in the north by the "Highway to Merrion" (now St. Stephen's Green North) and in the south by the "Highway to Donnebrook" (now St. Stephen's Green South). Streets are also present on the park's east and west sides, though unnamed. Limited housing development is illustrated for the park's north and west sides.

The park is again illustrated on Brooking's Map of 1728 and Rocque's Map of 1756. On the former, it is annotated as "St. Stevens Green", a number of internal perimeter walks are illustrated. Minor access gates are present centrally on the park's north and east sides, with main access gates, accompanied by Gate Houses located on the northwest and southeast corners respectively.

On Rocque's Map of 1756, the park is once again referred to as "St Stephen's Green". The perimeter walks are similarly laid out as per Brookings earlier map; the interior of the park has been further subdivided by four paths which confluence on a central monument. The

entrance arrangements have, once again changed, with entrance gates now placed centrally on all four sides of the park. The northwest and southeast gates have been closed. Interestingly the defunct southeast Gate House is now positioned external to the park's perimeter wall. A number of gravelled outer walks are also illustrated and annotated as Beaux Walk (now St. Stephen's Green North), Leeson's Walk (now St. Stephen's Green South), Monk's Walk (now St. Stephen's Green East) and French Walk (now St. Stephen's Green West).

By 1796, the park was in decline and in 1814 an Act of Parliament was obtained for improvement of the park (Dúchas, 2). It is thought that works, which involved the levelling and drainage of the parks interior, the demolition of the enclosing stone wall and the erection of railings and bollards, took place in 1816. This work effectively removed all 17th and 18th century surface landscaping features and changed the status of St. Stephen's Green from a public to a private park. The newly designed park is illustrated on the 1st Edition Ordnance Survey (OS) Map as a level site containing a series of curvilinear walkways and a central "Equestrian Statue of King George II". Access to the park was gained via one main entrance gate on the parks west side, and 8 minor entranceways/"wicket gates" distributed across the park's north, south and east sides.

In 1877, an Act of Parliament returned the park to the care of the Commissioners for Public Park Works. At the instigation of Arthur E. Guinness, the park was redesigned. He engaged architect J.E. Fuller and the landscape designer William Shepard and the firm of Pulham & Sons to produce the Green's current picturesque landscaping, including the pond, around a central parterre and gateways at each of the corners (RPA 2010). The newly redesigned park opened to the public on 27th July 1880.

In 1907, The Royal Dublin Fusiliers' Arch was erected on the northwest corner of the park. The monument commemorates the casualties of the Boer War. It was subsequently damaged by rifle fire during the 1916 Rising. At this time, a group of insurgents also dug defensive trenches within the park, adjacent to the various entrance ways.

The landscape of the park today greatly reflects the late 19th century Victorian design.

4.1.1 Recorded Monuments

St. Stephen's Green Park is both a Recorded Monument (RMP; DU018-020334) and a National Monument; the extent of which is defined as the kerb line of the surrounding perimeter footpath on St. Stephen's Green West, North, East and South.

This National Monument is also located within the constraint zone for Historic Dublin (RMP DU018:020). Five Recorded Monuments, predominantly comprising house sites and graveyard sites, are also located within 20m of St. Stephen's Green Park (refer to Table 4.1).

Table 4.1 Recorded Monuments within 20m of St. Stephen's Green National Monument

RMP Number	Description	Distance from St. Stephen's Green Park
DU018:020	Historic Town (Dublin)	0m
DU018:020334	St. Stephen's Green Park	0m
DU018:020166	Graveyard site	15m
DU018:020543	House Site: indeterminate date	16m
DU018:020544	House Site: indeterminate date	16m
DU018:020243	House Site: 18 th /19 th century	18.5m
DU018:020244	House Site: 18 th /19 th century	19m

4.1.2 Previous investigative works

Two archaeological investigations have taken place at St. Stephen's Green National Monument in recent years. The investigations did not produce archaeologically significant results. One investigation was located within the park enclosure itself (Dennehy 2011; C313) with another located on the surrounding footpaths (Kehoe 1998; 98E0542).

The two exploratory trenches excavated within St. Stephen's Green abutted the north-eastern and south-western pillars of Fusiliers' Arch and were excavated under Section 14 Ministerial Consent (Dennehy 2011; C313/E1396;). Archaeological monitoring identified 19th/20th century garden soil deposits containing non-articulated animal bones, brick, glass and slate fragments. A number of 18th century ceramics were also noted (Frechen Ware, Blackware and clay pipe fragments). Due to the limited extent and nature of the excavations, an exact interpretation was not feasible but it is postulated that these deposits represent the back-filling of the foundation trench excavated to accommodate the 1907 erection of Fusiliers' Arch. Five square pillar sections were identified within the exploratory trenches, and were preserved *in situ*. It is probable that these are the remains of the gateway created at the north western corner of the park c. 1877–1880 and subsequently dismantled in 1907 to accommodate the erection of Fusiliers' Arch (Dennehy 2011; MC313).

The metal detection of spoil was also undertaken at this time. A number of heavily corroded ferrous objects and a button were identified. All items are interpreted as being of 20th century date.

In 1998, a series of boreholes were inserted at intervals into the footpath surrounding St. Stephen's Green Park. The boreholes ranged from 0.22–0.57m in depth. Analysis indicated the deposits comprised modern fill layers (Keohoe 1998; 98E0542).

A number of archaeological investigations were also undertaken in the immediate vicinity of the park on St. Stephen's Green North and West. These are described in Sections 4.2 and 4.3.

4.1.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential that invasive works will uncover subsurface archaeological finds and/or stratigraphy within the National Monument of St. Stephen's Green. The area was predominantly commonage until the latter half of the 17th century and was heavily landscaped after this time. The desktop assessment has not identified any evidence for remains that pre-date this phase of activity. Should such remains be identified they will most likely take the form of drainage ditches, fence lines and possible temporary structures associated with the care/shelter of animals. Remains post-dating 1666 will most likely reflect activities associated with the formal establishment of the park. This may include landscaping features such as the foundations of the original perimeter wall and drainage ditches in addition to the remains of the 17th, 18th and 19th century gravel paths. Subsurface structural remains, possibly relating to the Gate Houses illustrated on Brooking's Map of 1728, may also survive.

In addition to the previous, subsurface remains of defensive ditches excavated during the 1916 Rising may also survive. Artefact remains may include ceramic, brick and glass fragments dating from the 17th century and animal bones as well as 20th century military artefacts such as weapons and bullets/rifle shots from the activities of the 1916 Rising may also be identified.

4.2 St. Stephen's Green West

Originally comprising marsh land, this street located on the west side of St. Stephen's Green Park, was first laid out in 1664 as both a perimeter walk for the park and as a street line for residential development (Lennon 2008, 19). The street is presently defined in the north by

the intersection of St. Stephen's Green North/King Street South/Grafton Street and in the south by the intersection of St. Stephen's Green South/Harcourt Street.

It was first illustrated as an unnamed street on De Gomme's Map of 1673 with approximately eight houses fronting onto its western side. Development of its street frontage appears to have been completed by the time of its recording by Thomas Dineley in 1681. The street is referred to as a "gravelled walk" in documents dating to 1687-8 (Lennon 2008, 19). On Brooking's Map of 1728 the street is unnamed, and centrally intersected by York Street. A narrow curvilinear lane known as Rapparre Alley (now Glover's Alley) connects upper St. Stephen's Green West with Love Lane.

The street is first named as "French Walk" on Rocque's Map of 1756. This detailed map illustrates that the western street frontage was well developed and contained regularly spaced residential plots. This map also illustrates that the plot on the northern corner of the junction of St. Stephen's Green West/York Street was used as a "Quaker Burying Ground" (RMP DU018:020166). Records indicate the latter was abandoned prior to 1810, at which point the Royal College of Surgeons was constructed on the site. A substantial house, encircled by a small unnamed alleyway (now Proud's Lane), is located on the southern corner of this junction.

St. Stephen's Green West is first named as such on the 1st Edition OS Map of 1846-7. The street frontage remains virtually unchanged from its depiction on Rocque's Map of 1756. Exceptions to this are the aforementioned development of the Royal College of Surgeons to the north of the junction with Proud's Lane, and the subdivision and development of the large building on the south of Proud's Lane into three individual residences. By this time St. Stephen's Green Park had been redeveloped and privatised as a consequence of the 1814 Act of Parliament. Two fountains, possibly associated with this redevelopment work, are illustrated to the north and south of St. Stephen's Green West.

In the 1870s, a tram line was constructed on St. Stephen's Green West. In 1916, the Royal College of Surgeons was seized by the Irish Citizens Army.

This street has seen much development in recent years, resulting in the demolition of all but two of its Georgian buildings.

4.2.1 Recorded Monuments

St. Stephen's Green West is located within the constraint zone of St. Stephen's Green Park (National Monument; DU018-020334 - Park). This street is also located within the constraint

zone for Historic Dublin (RMP DU018:020). The site of a Quaker Burial Ground (RMP DU018:020166) is located on the junction of St. Stephen's Green West/York Street.

4.2.2 Previous investigative works

Due to recent development, a number of archaeological investigations have taken place on St. Stephen's Green West; of which four have revealed potential archaeological remains.

An archaeological assessment of 128–134 St. Stephen's Green West, now Stephen's Green Shopping Centre, identified the remains of a number of "relatively modern" structures directly overlying glacial till (Gowen 1995; 95E2740).

Investigations of the neighbouring 124–127 St. Stephen's Green West illustrated that the site had been heavily disturbed through the construction of a warehouse which formerly occupied this site. A subsurface post-medieval well which survived recent developments was archaeologically excavated. It had a depth of 0.5m and contained glass and post-medieval pottery (O'Neill 2001 & Bolger 2002; 01E0850).

Archaeological monitoring on St. Stephen's Green's West, undertaken to accommodate the construction of an ESB substation for the existing Red Line, identified that glacial till similar to that identified by Gowen (1995) was located at a depth of 1.5m below current ground level. Two limestone calp walls and a culvert were recorded at a depth of 1.0m below current ground level in addition to a 19th century pit. The walls, located at the junction of St. Stephen's Green West and York Street, may relate to late 17th century structures illustrated on De Gomme's Map of 1673 (Myles 2005; 01E1185).

An earth surface, probably the remains of the cellar of a former house, was identified during an assessment at 4 Proud's Lane, c. 38m to the west of St. Stephen's Green West. The remains were exposed at a depth of 1.3m and were overlain by a deposit of 18th century domestic refuse (charcoal, bone, shell and pottery). A possible 19th century brick east-west drain truncated this deposit. A second brick-built culvert, possibly a culvert of the River Stein, was also identified (Turrell 2004; 04E0220).

In 2009, utility slit trenches were excavated within and adjacent to the constraint for St. Stephen's Green Park National Monument; four of these were located on St. Stephen's Green West/Grafton Street (Doyle 2009a; C313). Post-medieval archaeological deposits were identified in two of these trenches with similar deposits identified in three trenches on St. Stephen's Green North (refer to Section 4.3). The remains, located in the vicinity of St. Stephen's Green Shopping Centre, comprised deposits of medium brown silty-clay with charcoal stone and brick inclusions and were encountered at an approximate depth of 0.60–

0.75m below current ground level. This material may relate to 20th century demolition activities.

4.2.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy on St. Stephen's Green West. Archaeological stratigraphy on St. Stephen's Green West may include the remains of 17th to 20th century street surfaces in conjunction with structural remains associated with various phases of house building which have occurred in this area since at least the mid-17th century. The latter is likely to include the remains of coal cellars/coal chutes, utility services (e.g. brick sewers and culverts) and boundary walls. The remains of an 18th century gatehouse and two early 19th century fountains associated with St. Stephen's Green Park and illustrated respectively on Brooking's Map of 1728 and the 1st Edition OS Map of 1846-7 could also be preserved beneath the current street level.

There is a high potential that articulated and disarticulated human remains, associated with the former Quaker Burial Ground (RMP DU018:020166), may be preserved beneath the current street level. Demolition deposits associated with 20th century renovation of the street may also be identified.

Artefact remains may include burial accessories such as shroud pins, coffin timbers and coffin furniture. Ceramics, glass, brick, slate and animal remains, dating from the 17th to 20th centuries, may also be identified. There is also a potential that military artefacts such as weapons, rifle shots and bullets will be uncovered.

4.3 St. Stephen's Green North

Originally constructed in the late 16th/early 17th century, this street was first illustrated on Speed's Map of 1610, extending eastwards from Stephen's Street Lower and linked to TCD via present-day Grafton Street. It is subsequently illustrated on De Gomme's Map of 1673, defining the north side of St. Stephen's Green Park and is annotated as "Highway to Merrion". The street is defined in the west by the "Highway to Stephen's Green" (now Grafton Street), at which point it is also linked to Stephen Street Lower by "Leather Lane" (now King Street South). At this time, the street which also functioned as a perimeter walk for the park was fronted on its north side by approximately 10 houses. These backed onto a series of rectangular east-west garden/agricultural plots.

Development of the street frontage appears to have been completed by the time of its recording by Thomas Dineley in 1681. The street is referred to as a "gravelled walk" in documents dating to 1687-8 (Lennon 2008, 19). On Brooking's Map of 1728, the street is unnamed and is intersected in the northwest by Dawson Street leading to the "Ld. Mayers House" (now Mansion House).

St. Stephen's Green North is named as "Beaux Walk" on Rocque's Map of 1756. This detailed map illustrates that the northern street frontage was well developed but the building line is quite irregular. A number of large residences are illustrated. The street is now also intersected in the northeast by Kildare Street, leading to Kildare House (now Leinster House). A graveyard, annotated as "French Burying Grd" (RMP DU018:020535), is marked immediately adjacent to the street's eastern end.

St. Stephen's Green North is first named as such on the 1st Edition OS Map of 1846-7. The street frontage remains virtually unchanged from its depiction on Rocque's Map of 1756. A fountain, possibly associated with the early 19th century redevelopment of the park, is illustrated at the junction of St. Stephen's Green North/St. Stephen's East.

In the 1870s, a tram line was constructed on St. Stephen's Green North. In 1916, the Shelbourne Hotel, located on the junction of St. Stephen's Green North/Kildare Street was seized by the Government Army due to the vantage point it offered over rebels entrenched within St. Stephen's Green Park. The Irish Constitution was written in this hotel in 1922.

4.3.1 Recorded Monuments

St. Stephen's Green North is located within the constraint zone of St. Stephen's Green Park (National Monument; DU018-020334). This street is also located within the constraint zone for Historic Dublin (RMP DU018:020). A Recorded Monument classified as a 16th/17th century house site is located on St. Stephen's Green North. This is the site of "Kerry House" (DU018:020646); the home of the Earl of Shelbourne which stood on the site of the Shelbourne Hotel.

4.3.2 Previous investigative works

As the layout of St. Stephen's Green North has remained relatively unchanged in recent years, few archaeological investigations have taken place. In 2005, an archaeological assessment of the Shelbourne Hotel was undertaken to investigate the remains of "Kerry House" (RMP DU018:020646). No archaeological remains were identified (Bolger 2005; 05E0119).

In 2009, utility slit trenches were excavated within and adjacent to the constraint for St. Stephen's Green Park National Monument; four of these were located on St. Stephen's Green North/Dawson Street (Doyle 2009a, C313). Post-medieval archaeological deposits were identified in three of these trenches with similar deposits identified in two trenches on St. Stephen's Green West (refer to Section 4.2). The remains, located at the junction of St. Stephen's Green North/Dawson Street comprised a 0.10m deep red brick surface which overly possible demolition deposits consisting of medium brown silty-clay with charcoal stone and brick inclusions. The latter was identified at an approximate depth of 1.15–1.32m below current ground level. The remains of a possible, partially demolished red brick cellar were identified towards the western end of the street at a depth of 0.25–0.30m below current footpath level. Three sherds of post-medieval cream ware and black ware were identified in association with this cellar.

The Topographic Files of the NMI record the finding of shells, animal bone and post-medieval pottery during the excavation of a pipe trench within at St. Stephen's Green North (Ref. No 1A/18/79). These files also record the discovery of human skeletons on Dawson Street near St. Stephen's Green North; the exact location of these remains is not recorded.

4.3.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy on St. Stephen's Green North. Archaeological stratigraphy on St. Stephen's Green North may include the remains of 16th to 20th century street surfaces in conjunction with structural remains associated with various phases of house building which have occurred in this area since at least the late-16th century. The latter is likely to include the remains of coal cellars/coal chutes and utility services (e.g. brick sewers and culverts). The remains of a 19th century fountain associated with St. Stephen's Green Park and illustrated on the 1st Edition OS Map of 1846-7 could also be preserved beneath the current street level.

There is a high potential that articulated and disarticulated human remains, may be preserved beneath the current street level. These may be associated with either those recorded within the Topographic Files for Dawson Street or with the site of the French Burial Ground (RMP DU018:020535), located on the eastern end of St. Stephen's Green North. Demolition deposits may also be identified.

Artefact remains may include burial accessories such as shroud pins, coffin timbers and coffin furniture. Ceramics, glass, brick, slate and animal remains, dating from the 17th to 20th

centuries, may also be identified. There is also a potential that military artefacts such as weapons, rifle shots and bullets will be uncovered.

4.4 Grafton Street

Grafton Street once comprised part of a development of fields belonging to Vincent Molesworth of Swords, known as the lands of "Tib and Tom", which were set as wheat land. The earliest printed official reference to the street occurs in a statute of 1708 but, as shown on Speed's Map of 1610, a laneway was present in the vicinity of present-day Grafton Street during the early 17th century. Speed's Map does not depict any buildings adjacent to the laneway. In 1671, the corporation ordered the way from Hoggen Green to St. Stephen's Green (now Grafton Street), "being so foule and out of repaire that persons cannot passe to the said Green for the benefit of the walks therein", to be repaired and put in order.

De Gomme's Map of 1673 clearly depicts a street here and it is named as "Highway to St. Stephen's Green". The southern end of this "Highway" is shown by De Gomme as lying slightly to the west of where Grafton Street currently lies today. A small number of houses are shown fronting onto the east of this street and onto St. Stephen's Green at its southern end. As a result, it is possible that subsurface remains of these structures and/or the original route of the highway indicated by De Gomme are present beneath the current streetscape in this area. A plan by John Green dating to 1680 shows the junction of Nassau Street with Grafton Street. Grafton Street is labelled on this plan as "A street leading from Colledge green to Stephen's Green" and is noted as being 46 feet wide.

The street derives its name from Charles Fitzroy, 2nd Duke of Grafton (Viceroy), whose father was the illegitimate son of King Charles II by the Duchess of Cleveland. In 1712, the corporation allocated money for making a crown causeway through the street and it is most likely that the "Highway to St. Stephen's Green" as depicted by De Gomme in 1673, was realigned at this time.

Brooking's Map of 1728 shows the southern end of Grafton Street displaying the same layout as it does presently; this supports the supposition that a re-alignment of the highway depicted by De Gomme in 1673 may have occurred during the 1712 corporation works. Brooking's Map is the first to name the street as Grafton Street and both frontages of the street are shown on this map, as well as on Rocque's Map of 1756, to have been fully developed. Much of the street was rebuilt at the end of the 18th century when the construction of the Carlisle Bridge rendered it an important north-south thoroughfare (Casey 2005, 519).

Duncan's Map of 1821 shows that the street frontages along Grafton Street were fully developed at this time from St. Stephen's Green to Nassau Street. Having been described as a fashionable residential street during the 18th century, the street's nature changed to being a commercial one during the early 19th century and extensive street widening and rebuilding was undertaken in 1841 by the WSC (Casey 2005, 519). In 1849, Grafton Street, along with other principal thoroughfares, was reported by the Evening Mail as being "in a dirty and dilapidated condition, the windows broken and patched with brown paper". Various degrees of rebuilding the structures on Grafton Street occurred in the 1860s, 1880s, early 1900s and 1990s (Casey 2005, 519); the street currently displays architectural examples dating from a number of periods, and reflects a number of architectural styles. It presently functions as one of the busiest retail streets in Dublin City.

4.4.1 Recorded Monuments

There are no Recorded Monuments within 20m of Grafton Street.

4.4.2 Previous investigative works

To date, no archaeological excavations have been undertaken along Grafton Street. Archaeological excavations at the terminus of Grafton Street at the junction with St. Stephen's Green West for the construction of Stephen's Green Shopping Centre identified the area to be relatively heavily disturbed through the construction of modern buildings (refer to Section 4.2). Archaeological excavations at the Provost Stables associated with TCD and located on the intersection of Grafton Street and Nassau Street revealed a series of earlier house foundations, which can be related to a range of buildings that originally fronted onto Nassau Street in the 18th century. The remains were identified beneath a 0.4m deposit of demolition material which in turn was located beneath the floor of a stable building. Structural remains relating to the foundations of a series of buildings depicted on Rocque's Map of 1756 were identified which included masonry walls, a latrine, a yard, and a substantial limestone fireplace were identified (Simpson 2003a; 03E0152ext).

The Topographic Files of the NMI record the finding of ceramic tile from the intersection of Grafton Street and Nassau Street (Ref. No; 2968: Wk 123).

4.4.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy at the termini of Grafton Street. This stratigraphy is likely to include subsurface structural remains in the form of cellars or wall foundations associated with the various series

of buildings which once lined this street. Demolition material in the form of rubble layers is also likely to be identified.

There is a high potential that historic and archaeological road surfaces associated with the various lanes and highways which have occupied this location since at least the early 17th century may also be identified. Previous surfaces are likely to have been constructed from a variety of materials such as compacted layers of earth mixed with organic material such as hay, or more permanent surfaces such as defined cobbled roads. Drainage features associated with these various road surfaces may also be identified.

Given the proximity of post-medieval house sites, and contemporary references to the poor state of the upkeep of Grafton Street, artefact remains relating to the dumping of domestic refuse and waste are likely to be identified at this location. This may include quantities of animal bone, glass and ceramics. Given the extensive occupation of this area, artefacts may date from the early medieval to the modern eras; however these may be unstratified.

4.5 Dawson Street

The area where present-day Dawson Street is located is shown on Speed's Map of 1610 as comprising open, undeveloped ground. The area continues to be depicted as such on William Petty's Down Survey of Dublin (1655) and De Gomme's Map of 1673. On the latter map, five large houses and their associated gardens are shown in the general vicinity of the present-day junction at Dawson Street and St. Stephen's Green North. One or more of these houses may have had to be razed to the ground to accommodate the construction of Dawson Street in 1707. Consequently, it is possible that subsurface remains of these structures are present beneath the current streetscape of Dawson Street's southern end.

The street derives its name from Joshua Dawson who purchased the site from Henry Temple of East Sheen, Surrey and the representatives of Hugh Price of Dublin in 1705. Two years later, Dawson was responsible for the construction of this street which, at the time, was considered to be the finest in Dublin. The Mansion House, which was built by Joshua Dawson in 1710 (Casey 2005, 504), is located on the southern end of the street and its presence on the site was responsible for heightening the street's prestige.

One of the first depictions of Dawson Street is provided on Brooking's Map of 1728. On this map, both street frontages are fully developed along the entire length of the street. On the east side of Dawson Street, the Lord Mayor's House (now the "Mansion House") and St. Ann's Church (RMP DU018-020413) are clearly marked. The street is later depicted and

annotated on Rocque's Map of 1756 and Duncan's Map of 1821 and a similar street layout pattern is shown on each.

Examination of the 1st Edition OS Map of 1843 and the 2nd Edition 25 inch OS Map of 1911 in conjunction with the present street layout, illustrate that Dawson Street has remained unchanged in terms of its layout and extent since it was first laid out in 1707.

4.5.1 Recorded Monuments

There are three Recorded Monuments on Dawson Street, comprising St. Ann's Church (RMP DU018-020413), an 18th/19th century house site at 37 Dawson Street (Ron Blacks pub; RMP DU018-020240) and a Holy Well (RMP DU018-020060). The latter is identified as St. Patrick's Well which was established at this location in the 5th century and is located beneath the intersection of Dawson Street and Nassau Street. This site is still extant and survives as a brick structure beneath the street accessed via TCD.

4.5.2 Previous investigative works

Archaeological investigations have taken place at St. Ann's Church and associated Bective House, at No. 18, 21 and 54 Dawson Street, at Joshua-Dawson House and on the street's carriageway to the fore of Hibernian Way. Archaeological investigations at Bective House related to the monitoring of the excavations associated with the rear extension of the property. The ground was reduced by 0.70m, no archaeological stratigraphy was identified (Bolger 2004; Licence No 04E1288). The original Georgian building which stood on No. 54 Dawson Street has been demolished and the site is now occupied by a modern property. Testing of the site took place adjacent to the location of the 18th century coal cellar. Testing identified that the coal cellar had been excavated through natural ground. A red brick circular well was identified adjacent to the cellar; it measured 1.3m in diameter by 0.66m in depth (Lynch 2006, Licence Nos. 06E0884 and 06E1128).

Excavations at Joshua-Dawson House took place on a vacant lot to the south of the Mansion House in advance of redevelopment of the site for offices (Kehoe 1999a Licence No.: 99E0663). Excavation for the development necessitated ground reduction of 3m from present ground level. Two test trenches were excavated in advance of the works, leading to the identification of two post-medieval, yellow brick, stone-capped drains which appeared to be built on natural subsoil. One of the drains appeared to have been constructed on top of three sheets of timber, 0.06m thick laid side by side. There were no other associated finds or features.

The remainder of the archaeological investigations on Dawson Street were undertaken as a component of Luas Broombridge Utility Slit Trench Investigation Package (Bolger 2012; Licence No: 11E0280). Two utility slit trenches were excavated adjacent to St. Ann's Church: one to the fore of the church (ST52A), the other to the fore of Europa House (18 Dawson Street; ST51). An intact red brick cellar was identified within ST51 at a depth of 0.65m below the current paving. The cellar was not investigated and is believed to relate to a Georgian building which once occupied this site. Wall foundations and an associated wall construction cut were identified within ST52A, and are believed to be associated with St. Ann's Church. The wall was in excess of 1m deep. A red brick culvert, likely to be associated with the city's post-medieval/Victorian sewerage system, was identified to the fore of Hibernian Way at a depth of 1.50m below the carriageway (ST50). Excavations at 21 Dawson Street did not identify any archaeological or structural remains; however a Georgian cellar is known to exist at this location (Bolger 2012).

The Topographic Files of the NMI record the finding of a wooden water pipe (1966:34) and human skeletons (2968: Wk 123) on Dawson Street. The latter were uncovered near St. Stephen's Green North; however the exact location of either find is not recorded.

4.5.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy along Dawson Street. This stratigraphy is likely to include subsurface structural remains in the form of cellars and brick sewers in addition to wells and wall foundations associated with the various series of 17th Century and 18th Century Georgian buildings which once lined this street. Demolition material in the form of rubble layers, in addition to garden soil, is also likely to be identified.

There is a high potential that human remains may be identified on Dawson Street as supported by the information contained within the files of the NMI. Historic and archaeological road surfaces associated with the various lanes and highways which have occupied this location since the early 18th century may also be uncovered.

Artefactual remains on Dawson Street are likely to comprise post-medieval pottery, glass and household waste, coal hole covers and water pumps associated with a number of domestic wells that excavations indicate were located along the street.

4.6 Nassau Street

This street was originally known as “St. Patrick’s Well Lane”, in reference to a well or fountain on the street which now lies beneath Nassau Street to the west of the intersection with Dawson Street (Hogan 1872–3, 276). Local legend ascribes the well's foundation to St. Patrick in the 5th century. The first reliable reference to the well, which is a Recorded Monument (“Holy Well”; RMP DU018-020060), dates to the 12th century (M’Cready 1892, 73).

A lane is shown at the location of present-day Nassau Street on both Speed’s Map of 1610 and De Gomme’s Map of 1673. On the latter map, the laneway is shown as comprising a substantial thoroughfare, although it is not named in this instance. “St. Patrick’s Well” is depicted on this map also and its location is clearly identified as a circular structure on the north of Nassau Street, within what appears to be agricultural land. Two buildings are also illustrated a short distance to the east of the well. When the Thingmote (the Norse assembly mound) on College Green was levelled in 1685, the earth was moved to St. Patrick’s Well Lane (present-day Nassau Street) and the ground was raised from 8 feet to 10 feet as the area was subject to flooding (Clarke 1990, 126).

Brooking’s Map of 1728 names present-day Nassau Street as “St. Patrick’s Lane” and shows that by this period, buildings occupied the southern street frontage between Grafton Street and Dawson Street and a large portion of the area east of Dawson Street. St. Patrick’s Well is illustrated as being located within the carriageway of Dawson Street, indicating that the street was widened at the same time as the demolition of the Viking Thingmote (refer to Section 4.7). Rocque’s Map of 1756 subsequently annotates the street as “Nassau Street”; this name is derived from William III of England, Prince of Orange and Count of Nassau.

Rocque’s Map of 1756 shows that the southern frontage of Nassau Street was substantially developed; some of the buildings show a different layout pattern to those depicted on Brooking’s Map of 1728. Thus it can be seen that development was taking place in the area at this time. Approximately seven buildings are depicted on the north side of Nassau Street, towards the eastern end (comprising the site of the Provost’s Stables), with the remaining grounds of TCD laid out into gardens and parkland. St. Patrick’s Well is not illustrated, suggesting that by this time it lay completely beneath the street level. The buildings shown on Duncan’s Map of 1821 as fronting onto the south of Nassau Street largely resemble those illustrated on Rocque’s Map.

In 1842, Nassau Street was widened and the old wall enclosing TCD was replaced with a lower one surmounted by railings. Examination of the 1st, 2nd, 3rd and 4th Edition OS Maps (1843–1948) suggest that Nassau Street experienced no significant redevelopments to its

design throughout the later 19th and early 20th century. Changes did occur in the 1960s however when 15 of Nassau Street's 18th and 19th century buildings were demolished to make way for new development.

4.6.1 Recorded Monuments

Only one Recorded Monument, St. Patrick's Well, is located on Nassau Street. This site which dates to the 5th century is located beneath Nassau Street, towards the intersection with Dawson Street. The well, which is fed by a natural spring, is accessed via brick passageway from within the grounds of TCD. It comprises a vaulted circular red brick structure which was the subject of a Condition Survey as a component of the Environmental Impact Assessment (EIA) for Luas Broombridge (McGovern Surveyors 2009).

4.6.2 Previous investigative works

Archaeological excavations at the Provost Stables associated with TCD and located on the intersection of Grafton Street and Nassau Street revealed a series of earlier house foundations, which can be related to a range of buildings that originally fronted on to Nassau Street in the 18th century. The remains were identified beneath a 0.4m deposit of demolition material which in turn was located beneath the floor of a stable building. Structural remains relating to the foundations of a series of buildings depicted on Rocque's Map of 1756 were identified which included masonry walls, a latrine, a yard, and a substantial limestone fireplace (Simpson 2003b; Licence No. 03E0083).

Investigations to accommodate the construction of the Berkley Library to the south of Nassau Street revealed a pit filled with animal and human bone remains in addition to two post-medieval boundary walls, the foundations of a square building with red brick surfaces and the remains of a well. The boundary walls which once divided the TCD "Fellows Garden" from "College Park" are of 18th century date. A drain feature found in association with the boundary walls extended at a slight curve towards the Nassau Street boundary wall. It is interpreted that the human remains found, which exhibited evidence of anatomical dissection, were derived from the TCD Anatomy College. The original boundary wall that enclosed the Provost's garden was also identified. A number of 18th to 19th century artefacts were recovered and consisted mainly of ceramic and glass, bottles, post-medieval pottery sherds, copper wiring and a small metal canula used in dissection (Kehoe 1999b; Licence No. 98E0361).

The Topographic Files of the NMI hold a ceramic tile, retrieved from the intersection of Nassau Street and Grafton Street (2968: Wk 123).

4.6.3 Potential archaeological remains

Nassau Street appears to have been widened in the 17th century, at the same time as the street level was artificially increased by c. 0.60m through the demolition of the Viking Thingmote. As a consequence there is a potential for the good preservation of archaeological stratigraphy beneath the current street level. Archaeological stratigraphy at this location is likely to comprise former property boundaries, running parallel to the present-day boundary of TCD in addition to various phase of street paving which may comprise levels of compacted earth and cobbles. Structural remains relating to various house sites which once lined this street, particularly on the southern carriageway and in the vicinity of the Provost Stables, may be identified. These may be identified in the form of cellars, boundary walls and drainage features which may be both earth-cut or brick lined. Non-stratified remains associated with Viking Thingmote may also be identified, in addition to disarticulated human remains, either from the site of the Viking Thingmote or from the TCD Anatomy College.

It may also be possible that stratigraphy associated with St. Patrick's Well is identified. As this is of 5th century origin, it is likely to have had several phases of rebuilding; only the most recent of which is represented by the current redbrick superstructure.

Potential artefactual remains are likely to include medieval and post medieval ceramics and glass finds, in addition to animal and human remains. Viking remains relating to the Viking Thingmote may be contained within the street's infill layers. Religious tokens associated with the use of St. Patrick's Well may also be identified. Due to the recorded "marsh" like nature of Nassau Street, prior to the increasing of the street level, there is a potential that organic remains, such as timber and leather may be exposed during excavations associated with Luas Broombridge works.

4.7 College Green

During medieval times, this area was known as "Hoggen Green", deriving its name from nearby burials of former kings and important figures (Clarke 1995, 89). Within Hoggen Green was the "Thingmote". This feature comprised an artificial earthen mound that was used for conducting legal and political affairs during the Viking period. This mound was removed in 1685; no above-ground evidence remains. Haliday (1881, 162) describes the "Thingmote" as having been located on Hoggen Green in the Parish of St. Andrew's, within an angle between Church Street and Suffolk Street, and nearly opposite to St. Andrew's Church. This surmise is based on a survey plan of 1682 which depicts the mound's location. Throughout the later medieval period, "Hoggen Green" was an open commonage for livestock and recreation (De Courcy 1996, 20–21). It was bounded on the west by Blind Gate, the most

easterly gate of the city, and on the southeast by the Arroshian convent of St. Mary de Hogges (Casey 2005, 377) which was founded by Diarmait Mac Murchada, King of Leinster, c. 1146. This convent was situated in the vicinity of the present-day St. Andrew's Church. On the east side of the Green was the Augustinian Priory of All Hallows, which was dissolved in 1538, and in which the College of Holy Trinity was later founded by Elizabeth I in 1592. With the establishment of the College, the Green changed its name from "Hoggen Green" to "College Green" (Somerville-Large 1996, 86). On the northern side of the Green, a hospital, known as "Carew's Hospital", was built by Sir George Carew for maimed soldiers in 1602 (De Courcy 1996, 20–21). This building is shown on Speed's Map of 1610 as "The Hospitall". Its purpose as a hospital was short lived and it subsequently served a number of varying functions. The first parliament was held in this building in 1661, and in 1728 the new parliament building, later used as the Bank of Ireland (1813), was built on this site.

Speed's Map of 1610 illustrates that the area comprising present-day College Green consisted of undeveloped land, bounded by "The Hospitall" to the north and the College of the Holy Trinity to the east, at the beginning of the 17th century. The River Stein is shown on this map, extending from the west front of the college southwards, parallel to Grafton Street on its western side towards St. Stephen's Green area.

College Green was laid out in its current form in the mid 17th century and is mapped and annotated as "Colledg Green" on De Gomme's Map of 1673. This map depicts College Green as being roughly triangular with its apex to the west and its base along the western frontage of "Trinity Colledg". Parliament House (formerly "The Hospitall") is shown to its north and St. Andrew's Church and associated church yard is shown to its south.

Brooking's Map (1728) and Rocque's Map (1756) show development on both sides of College Green. Given that the street was widened in the mid 1780s by the WSC to align it with the newly widened Dame Street, it is possible that subsurface remains of those structures represented on the aforementioned maps survive beneath the current streetscape. Evidence of this street widening can be observed on Duncan's Map of 1821 and historic OS maps dating to 1843 and 1911. Examination of historic OS maps dating to 1843, 1911, 1925 and 1948, indicate that no major redevelopment was undertaken on College Green throughout the later 19th and early 20th century, apart from the construction of the St. Stephen's Green to Nelson's Pillar tramline, part of which extended along College Green. This tramline operated from 1874–1938.

4.7.1 Recorded Monuments

Significant Recorded Monuments identified at College Green and College Street include the former Augustinian All Hallows Priory (RMP DU018-020044) and TCD (RMP DU018-020391). Other significant recorded archaeological monuments on College Green include a watermill site (RMP DU018-02099) with associated millpond (RMP DU018-020401), dating to at least the 13th century and a multi-period site (RMP DU018-020430, DU018-020435) which includes an early 17th century hospital site, a dwelling site, a gate house, a bawn house, a parliament site as well as an early 18th parliament house (which is now the Bank of Ireland).

4.7.2 Previous investigative works

A programme of archaeological monitoring was undertaken in 2002 to facilitate groundworks at the western (front) end of TCD in July and August 2002 (Simpson 2002; Licence No. 98E0150). The programme identified post-medieval features comprising domestic brick houses in the area from the late 17th century (built almost against the front west façade of the college by Flemish and Dutch refugees) and a late 17th century wall that was demolished in the first half of the 18th century, probably associated with the outer precinct of the college.

The recent archaeological monitoring of two utility slit trenches, excavated on the footpath to the fore of TCD, identified significant deposits of post-medieval fill at a depth of 0.28m below current ground level. The fill layers primarily comprised clay with inclusions of gravel, rubble, redbrick and oyster shells and was consistent to the base of the trench which was 1.50m deep (Bolger 2012; Licence Ref. 11E0280).

No finds were recorded from College Green in the topographic files of the NMI. However, three finds were recorded for College Street (refer to Section 4.8). Additionally, a range of finds from within the grounds of TCD have been recovered comprising an antler tine (NMI 1973:215), human skeletal remains (NMI 1A/119/96), a flat bronze axe-head (NMI 1905:270), a wooden seat portion (NMI 3291:Wk 426) and a bronze palstave (NMI 1A/48/79). The presence of human remains is liable to relate to activities associated with the Anatomy Department of TCD, located along the eastern limits of the original college grounds.

4.7.3 Potential archaeological remains

The area comprising College Green, College Street and Westmoreland Street is regarded as one of high archaeological potential for a number of reasons. A large number of Viking and medieval period sites have been identified in this area. Viking finds and a substantial number of archaeological finds, dating from the medieval period onwards, have also been recovered. Additional cartographic evidence from the 17th and 18th centuries indicate that structures from

this period may extend into the areas now occupied by the street carriageway, particularly in the area along the northern boundary of TCD and along the southern footpath of College Street.

Excavations at this area are also likely to expose archaeological stratigraphy associated with the River Stein and a former water mill and mill pond which traversed this area; the location of which are indicated on contemporary cartographic sources. Archaeological stratigraphy associated with the Viking Thingmote, which could include human burials, may also be identified during ground excavations in the area in addition to numerous historic and archaeological road surfaces, relating to the origin and development of the street. Structural and demolition material relating to 17th and 18th century house sites which once occupied this location may also be identified; the latter may include coal cellars, basements fireplaces and latrines. There is also a potential that industrial heritage remains, relating to the 19th century tram line, may be identified.

Artefactual remains are likely to include medieval finds, relating to the water mill and mill pond which once occupied this area, and may include organic material such as worked timbers, wooden artefacts, leather and textile finds. Medieval and post-medieval ceramics, glass, brick, shell and animal bone may also be identified during ground excavations at this location.

4.8 College Street

Since the post-medieval period, the topography to the north of College Street has been changed dramatically by land reclamation. Prior to this, the River Liffey's southern bank reached the approximate location of present-day Fleet Street.

De Gomme's Map of 1673 is the first to clearly depict the layout of College Street. On this map it is named as "Lazy Hill" and is shown extending eastwards from "Colledg Green" (now College Green) along the northern fringes of "Trinity Colledg" AC28. No houses are shown fronting onto the section of "Lazy Hill" that is now known as College Street.

Brooking's Map of 1728 shows that the reclaimed area to the north of College Street was built up at this time and he names the section of street from present-day College Green to Hawkins Street as "Colledge Street". Structures are depicted delineating the street along the length of its northern side and along the western end of its southern side. Rocque's Map of 1756 is broadly the same in its depiction of the street layout as Brooking's Map of 1728. Rocque, however, also clearly shows individual structures and their plots. These structures

have since been razed to the ground but it is possible that subsurface remains may be present under the current southern footpath of College Street.

From 1821, following the opening of the Bank of Ireland in 1813, College Street was named "Bank Street"; it subsequently reverted to its former name in 1835. Examination of historic OS maps, dating to 1843, 1911, 1925 and 1948, demonstrate that no major redevelopment of College Street was carried out during the late 19th or 20th century. However, examination of the later three OS maps show the tramline, which extended from St. Stephen's Green to Nelson's Pillar, running along a section of this street. This tramline was in operation from 1874–1938.

4.8.1 Recorded Monuments

Significant Recorded Monuments identified on College Street include the "Challoner's Corner" (RMP DU018-020411) which is a small graveyard adjacent to TCD Chapel site (RMP DU018-020385) ecclesiastical remains comprising part of a tiled medieval footpath found *in situ* (RMP DU018-020487) and the site of a Viking "Long Stone" (RMP DU018-020129).

4.8.2 Previous investigative works

In 2000, archaeological testing (Reed 2000; Licence No. 96E0276) undertaken at 5 College Street, Dublin, identified a range of medieval to post-medieval artefacts including a medieval "tile pavement", suggesting the presence of a medieval ecclesiastical building on the site. Excavations revealed *in situ* river gravels at a depth of 1.54–1.85m below ground level (1.11–0.8m above ordnance datum (OD)). Constructed in foundation trenches cut into these gravels were four walls. The walls survived at a depth of c. 0.5m below the basement floor and were aligned at 45° to the walls of the AIB bank. The alignment of these walls matched that of the buildings demolished in the 1860s for the construction of the Provincial Bank. No earlier features or artefacts were encountered during the excavations.

Following the archaeological testing, a programme of archaeological monitoring was undertaken at the same site. Ground reduction revealed evidence of the successive phases of construction, which were carried out on the site since its reclamation at some stage in the 17th century. The monitoring identified what was interpreted as a sunken garden feature and a wooden-box-like feature. These features were overlain with wall foundations and floor surfaces.

A programme of archaeological trial-trenching in 1997 (Carroll 1997: Licence No. 96E0276) in the area of College Street/Westmoreland Street/Fleet Street, identified a cesspit area; an

area which was likely to have been underwater or an uninhabitable area of the shore up to the late 17th century. Two of the trenches in the southern half of the site were confirmed to have archaeological potential. The testing phase was followed up by a subsequent programme of monitoring, followed by a full archaeological excavation in 1999 for the area (Desmond & Carroll Licence No. 96E0276ext). Monitoring identified a river channel (possibly a tributary of the River Steine) and a series of wooden posts which were interpreted as mooring posts. The next phase of activity identified what comprised a row of seven 18th century structures fronting onto College Street and Fleet Street which had been erected at the time of the WSC. Some associated wells, ice pits and a large circular brick structure (possibly for holding water) were also revealed. Artefacts dating from the medieval and post-medieval period were found. Medieval artefacts included a fine later medieval spoon, a rowel spur and two merchant's tokens dating from the 1600s as well as a small quantity of medieval pottery and floor tiles. Post-medieval finds included post-medieval pottery, leather scraps and dress-making pins.

Archaeological monitoring was carried out in 2003 in the basement of Nos. 3–4 College Street (Simpson 2003b: Licence No. 03E0083), an 18th century five-storey-over-basement office building. Cartographic evidence indicates that this site was located within the old riverbed of the River Liffey until about 1600 and the monitoring confirmed that the basement slab sat directly on a coarse gravel deposit.

Three finds were recorded for College Street in the topographic files of the NMI. These comprise a single-edged Viking sword and four Viking iron spearheads (NMI Wk 28; Wk 24 and Wk 29; Wk 9; Wk 10; Wk 26), a fragment of boar jaw and three boar's tusks (NMI 1867:2584) and a medieval bronze pin (NMI 1960:578).

4.8.3 Potential archaeological remains

The area comprising College Green, College Street and Westmoreland Street is regarded as one of high archaeological potential. A large number of Viking and medieval period sites have been identified in this area. Viking finds and a substantial number of archaeological finds, dating from the medieval period onwards, have also been recovered. Additional cartographic evidence from the 17th and 18th centuries indicate that structures from this period may extend into the areas now occupied by the street carriageway particular in the area along the northern boundary of TCD, along the southern footpath of College Street. Previous archaeological investigations in this area have also indicated that there is potential for the recovery of medieval finds including organic material such as wooden artefacts, leather and textile finds and medieval pottery.

4.9 Westmoreland Street

The southern end of Westmoreland Street from present-day Fleet Street to the junction of College Green/College Street was reclaimed in the late 16th/early 17th century and was previously tidal marsh land. In 1602, Sir George Carey was given a lease of land to build a hospital (RMP DU018020430) near the site of the present-day Bank of Ireland on College Green. It was a condition of Carey's lease that the river bank would not be developed for commerce. The site is shown on Speed's Map of 1610 as a rectangular plot, retained from the River Liffey by a walled bank within which a number of buildings were constructed. It is annotated as "The Hospitall". Further reclamation works at this location were undertaken from 1662–1663 by William Hawkins who built a river wall on or close to the line of the present-day Aston Quay, effectively reclaiming the northern extent of Westmoreland Street. This area of land is marked on De Gomme's Map of 1673 as "Ground taken in from the Sea". This work involved the culverting of the River Steine which entered the River Liffey at the site of present-day Westmoreland Street; it still flows through this culvert today.

The site of Westmoreland Street is delineated on both Brooking's Map of 1728 and Rocque's Map of 1756 by Fleet Lane to the west and Fleet Alley to the East. Rocque illustrates this area as being occupied by approximately 36 property plots and a central courtyard. Construction of Westmoreland Street by the WSC, which involved the demolition of these property plots commenced in 1799; building works were complete by 1805 (Casey 2005, 420). The street is named after John Fane, 10th Earl of Westmoreland and Lord Lieutenant from 1790 to 1794.

4.9.1 Recorded Monuments

Westmoreland Street is located within the Recorded Monument for historic Dublin (DU018:020). A Bridge site (RMP DU018:020385) stood at the terminal of Westmoreland Street, in the vicinity of the site of the present-day Thomas Moore Statue. This bridge provided a crossing on the River Steine and may mark the site of the Anglo-Norman Steine Bridge referenced in documents dating to c. 1172. A Watermill site (RMP DU018:0220099), also related to the Steine River, is located 25m to the south of the study area in the forecourt of TCD. An ecclesiastical site (RMP DU018:020487) and a hospital site (RMP DU018020430) are located 20m east and west of the study area respectively.

4.9.2 Previous investigative works

In 1862, the construction of the Provincial Bank (now the AIB bank) on College Street led to the discovery of a medieval tiled surface possibly relating to an ecclesiastical site (RMP

DU018:020487). Archaeological testing in 1997 and subsequent excavations in 1998/1999, for a development on College Street/Westmoreland Street/Fleet Street, incorporated the site of this Recorded Monument. The investigations identified that the site had been reclaimed in the 17th century. The Westmoreland Street side of the site had at this time contained a tributary of the now culverted River Steine, and may possibly have been used as a mooring location for boats. A row of seven structures, as erected by the WSC from 1799–1805, were excavated fronting onto Westmoreland Street. Houses excavated fronting onto College Street and Fleet Street had rear wells and ice pits (Desmond & Carroll 1999; Licence No. 96E0275ext).

A high concentration of post-medieval pottery, leather scraps and dress-making pins were recovered, in addition to a small quantity of medieval finds. The latter included a late medieval spoon, a rowel spur, two merchant's tokens (dating from the 1600s) and a small quantity of medieval pottery and floor tiles. No evidence of the structures demolished by the WSC in 1799, other than a brick culvert fronting Fleet Street, was identified (Desmond & Carroll 1999).

The topographic files of the NMI record two finds for Westmoreland Street: a bronze pin (NMI:E191:52) and an iron needle head (MNI:E191:50). The date or circumstances of discovery of these features is not known.

In 2009, archaeological monitoring of the excavation of five exploratory Utility Slit Trenches was undertaken on Westmoreland Street. The slit trenches were excavated to various depths ranging from 0.05–1.10m, and were positioned on the east and west side of the street. *In situ* post-medieval deposits were identified in three of the slit trenches. The archaeological stratigraphy primarily comprised a deposit of building demolition material, incorporating post-medieval ceramics. This most likely relates to the activities of the WSC of 1799–1805. These deposits were encountered at varying depths of 0.35–1m. Cellars were identified in three of the trenches of which one, located on the junction of Westmoreland Street and Aston Quay, was a concrete cellar located 0.25m below footpath level. A red brick cellar adjacent to 17 Westmoreland Street on the street's west side was located beneath demolition material at a depth of 0.30–0.45m. A cellar (or possibly a wall) adjacent to 29 Westmoreland Street was identified 1m below footpath level on the street's east side (Doyle 2009b; Licence No. 08E956). This cellar was also overlain by demolition material.

4.9.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy on Westmoreland Street. Archaeological stratigraphy on Westmoreland Street may relate to the historic town (RMP DU0180:020) or to the medieval bridge site (RMP DU018:020385). Remains associated with the medieval ecclesiastical site (RMP DU0118:020487); the post-medieval hospital site (RMP DU018:020430) and the exploitation of the River Steine may also be uncovered. The latter may include mooring posts, retaining walls, structural remains and land reclamation deposits. Additional stratigraphy likely to be identified on Westmoreland Street may include the culverted remains of the River Steine and street, housing and quay wall remains relating to the early-mid 18th century development of the area. Demolition deposits associated with the 1799–1805 activities of the WSC and structural elements such as coal holes and cellars, associated with the existing houses on Westmoreland Street, may also be identified.

Metal, wood, tile and ceramic artefacts associated with the medieval ecclesiastical site RMP (DU0118:020487), in addition to artefact remains associated with the historic town of Dublin (DU018:020) and/or the various known occupation levels, may also be identified on Westmoreland Street. These artefacts may be *in situ* associated with defined archaeological stratigraphy, or they may be isolated finds disturbed from their original context by tidal and land reclamation and development activities.

4.10 Hawkins Street

This street derives its name from Alderman William Hawkins, who in 1663 built a sea wall from Hawkins Street to what is now Temple Lane (De Courcy 1996, 12–13), enclosing the River Liffey, and thereby reclaiming the area, which currently consists of Hawkins Street and beyond. This encouraged building on the reclaimed land thereafter.

A reference to a dispute between Mynard Christian and William Hawkins in 1669 (Gilbert 1894, 475), regarding the intrusion of Hawkins' building programme onto Christian's land at Lazy Hill (modern Townsend Street), could indicate that the wall was substantially complete by that date. This entry indicates that Hawkins' developments were carried out on behalf of or through leases from TCD (Gilbert 1894, 475; Gilbert 1895, 107).

Later 18th century survey maps record the area to the east of Price's Lane (off Aston Quay), as far as Townsend Street as "College Ground". However, during the late 17th century there appears to have been a dispute between the city and the college, regarding ownership of this

area. It appears that while the city was leasing out various lots, the same areas were being developed under the auspices of the college (Gilbert 1894, 254, 275; Gilbert 1895, 107, 191, 246–7). The issue does not appear to have been resolved before 1682 (Gilbert 1895, 246–7).

De Gomme's Map of 1673 reflects Hawkins' reclamation and marks the area in which Hawkins Street currently lies as being "Ground taken in from the Sea". The line of present-day Hawkins Street may correspond with the location of the wall, constructed by Hawkins in 1663 and marked by De Gomme. De Gomme shows buildings at the junction of this wall with Lazy Hill (now College Street and Townsend Street) and also where the wall met the River Liffey. As these buildings appear to have been in the vicinity of present-day Hawkins Street, it is possible that subsurface remains of these features survive below the current streetscape at these locations.

Brooking's Map of 1728 is the first to show and annotate Hawkins Street and he depicts it running north from the present junction of College Street with Fleet Street. Brooking shows that the street frontages of Hawkins Street were developed at this time. It is not possible to determine if one or more of these structures represent those shown on De Gomme's Map of 1673 as this map depicts blocks of buildings, rather than individual structures. Rocque's Map of 1756 also shows Hawkins Street, and his depiction of the street largely resembles that presented by Brooking on his map of 1728.

Changes to Hawkins Street appear to have occurred between the time of Rocque's Map of 1756 and Duncan's Map of 1821. This is the period during which the WSC were improving Dublin, and these developments correspond with the construction of Westmoreland Street and D'Olier Street at the turn of the 19th century. When Duncan's depiction of the present-day junction of Hawkins Street and D'Olier Street is compared with Rocque's preceding depiction (1756) of this area, it can be seen that the buildings shown on Rocque's Map, along the west side of Hawkins Street, had been demolished in the interim period to accommodate construction of D'Olier Street; this street is shown on Duncan's Map (1821). As a result, it is possible that subsurface remains relating to the structures shown by Rocque (1756) in the vicinity of the D'Olier Street/Hawkins Street junction are preserved beneath the current streetscape.

Analysis of Rocque's Map of 1756, in conjunction with Duncan's Map of 1821, also illustrates that the structure/s or part therein, located at the north-eastern end of the street and fronting onto the River Liffey on Rocque's Map (1756), are no longer represented by Duncan; an uninterrupted quayside, devoid of intruding buildings, is shown by Duncan at this location.

The north-western limit of the structures depicted here by Rocque extended into the area currently occupied by the north-eastern limit of present-day Hawkins Street, where it meets Burgh Quay. Consequently, it is possible that subsurface evidence of these structures remain below the current streetscape.

Examination of the 1st Edition OS Map of 1843 shows that the street appears to have had regular and straight frontages on both sides at this time. This map also indicates that the plot between Poolbeg Street and the riverside had been redeveloped and widened since Duncan's depiction of 1821. This same plot appears to have undergone further division and redevelopment in the intervening period between the 1st Edition Map of 1843 and 2nd Edition 25 inch OS Map of 1911. The latter map also shows that Hawkins Street was widened in the interim period and took in former building frontages on its east side, including part of the Theatre Royal. As a result of the 19th and 20th century redevelopment of the street, it is possible that subsurface remains associated with the structures which previously existed in this area may be preserved beneath the east side of present-day Hawkins Street.

4.10.1 Recorded Monuments

The site of a Viking "Long Stone" (RMP DU018-020129) is located at the intersection of Hawkins Street with College Street and Pearse Street, and is marked by "The Steine Monument". The site of a Quay (RMP DU018-128) is located on the west side of Hawkins Street at the intersection with present-day Leinster Market.

4.10.2 Previous investigative works

Excavations for a proposed new basement for the proposed School of Nursing for TCD in the area of the Bord Gáis building, 24 D'Olier Street/3–5 Leinster Marker/9–11 Hawkins Street identified urban post-medieval remains on land that was reclaimed from the River Liffey in the 17th century. This site was also the main route into Dublin throughout the Viking period, leading to the landing point known as the Stein (RMP DU018-020129). Test pits, excavated within the proposed new basement, over two seasons established the presence of an infilled basement relating to the present 19th century building, which was cut directly into river gravels and silt. A series of post-medieval walls and four phases of activity were also identified, dating from the late 17th/early 18th to the 20th century. Only one wall could be dated to the reclamation process in this area, as it was a heavy substantial wall (2m high by 0.5m wide) running parallel to the river and bonded with river silt. By the mid-18th century the cartographic evidence suggests that there were many domestic houses in this area and two basement walls could be identified which correlated to these structures. In the mid-to late 19th

century, a series of buildings were constructed which fronted onto Leinster Market, remains relating to this activity in addition to 20th century remains were identified by the presence of a distinctive machine-cut yellow brick (Simpson 2002b; Licence No. 02E1807).

No finds were recorded for Hawkins Street in the topographic files of the NMI.

4.10.3 Potential archaeological remains

The line of present-day Hawkins Street may correspond with the location of a wall (later known as Hawkin's Wall) marked by De Gomme (1673) which ran from a lane named "lazy Hill" (present-day College Street and Townsend Street) to the new River Liffey wall. De Gomme depicts buildings where this wall meets Lazy Hill (i.e. potentially in the vicinity of where present-day Hawkins Street adjoins College Street) as well as where the wall meets the River Liffey (i.e. potentially within the vicinity of where Hawkins Street adjoins Burgh Quay). Consequently, it is possible that subsurface remains of these structures are present beneath the current streetscape.

Subsurface Quay walls, relating to the Recorded Monument (DU018-128), may also survive at a width of 2m, extending from Leinster Market Lane to Poolbeg Street. These may be in association with various forms of reclamation material. Structural remains in the form of boundary walls, coal cellars and drains may be identified along Hawkins Street, relating to various 18th and 19th century buildings which once lined this street. As this land is reclaimed, land leading to the "Long Stone" or "Steine" (RMP DU018-020129), where according to literary sources Vikings once moored their ships, there is a potential that ships, or fabric relating to same may be preserved beneath the current street surface.

Artefactual remains which may be identified by the works may include organic material in the form of timbers, leather, worked wood and animal bone, or post-medieval ceramics and glass.

4.11 O'Connell Street

Originally called Drogheda Street and subsequently Sackville Street, Dublin's main thoroughfare was renamed in 1924 in honour of Daniel O'Connell, the early 19th century nationalist leader. The first cartographic illustration of the site of O'Connell Street is Bernard de Gomme's Map of 1673 where the area is illustrated as reclaimed land. The area was set out in lots for development in 1682 (Myles 2001; Licence No. 01E0871). O'Connell Street is first illustrated on Brooking's Map of 1728 as a narrow well developed street called Drogheda Street to the north of the River Liffey, connecting Abbey Street to present-day Parnell Street.

The first major development to O'Connell Street took place in 1749 when Luke Gardiner laid out Gardiner's Mall and Sackville Street (present-day O'Connell Street Upper). This was achieved through the demolition of the buildings on the street's western side between Abbey Street and Henry Street. This widening of O'Connell Street Upper is clearly illustrated on Rocque's Map of 1756 on which O'Connell Street Upper is annotated as Sackville Street. On this map, O'Connell Street Lower continues to be called Drogheda Street and terminates at the intersection with present-day Abbey Street. The section of O'Connell Street Lower as present between Abbey Street and the River Liffey is occupied by approximately 17 property plots and associated side streets. Properties of note in the environs of O'Connell Street Lower include a Watch House, a Timber Yard and a Glass House (RMP DU018:020154).

O'Connell Street Lower (from Henry Street to the River Liffey) continued to be named Drogheda Street until 1785 when it was extended to the River Liffey and remodelled so as to be incorporated by Sackville Street. This development work was undertaken by Luke Gardiner's grandson in conjunction with the WSC, who widened and extended the thoroughfare to the River Liffey during the 1780–1790s. This creation of Sackville Street Lower, which was complete by 1797, necessitated the demolition of approximately 30 property plots/buildings on the west side of Drogheda Street, the North Lotts and Bachelors Walk.

Much of O'Connell Street Upper and Lower was destroyed during the 1916 Rising and after the Civil War in 1922. A large scale restoration programme of the devastated area was left to speculative development, though the eastern side of O'Connell Street Upper still conforms to the original 18th century plot widths and retains some of its older fabric. Today O'Connell Street houses a significant number of statues, dedicated to individuals who played pivotal roles in Irish History. The first prominent monument erected on the street was an immense Doric Column, dedicated to Lord Admiral Nelson in 1808, but destroyed in 1966 and replaced in 2002 by the Spire of Light. Present statues are dedicated to Daniel O'Connell, William Smith O'Brien Monument, Charles Stewart Parnell, Sir John Gray, James Larkin, and Fr. Theobald Mathew from south to north.

4.11.1 Recorded Monuments

This street is also located within the RMP for Historic Dublin (RMP DU018:020). Three National Monuments are located on O'Connell Street: the O'Connell Monument (RPS 6103) and the William Smith O'Brien Monument (RPS 6105), located on O'Connell Street Lower, and the Parnell Monument (RPS 6127) and associated cast iron vents on O'Connell Street Upper. An RMP site (RMP DU018:020154; glasshouse) is located within the study area 12m

to the east of O'Connell Street Lower. An additional Recorded Monument (RMP DU018:129; 17th century burial) is located on 7–8 Eden Quay, c. 90m to the east of the study area (Frazer 2003; Licence No. 02E1713).

4.11.2 Previous investigative works

A number of archaeological investigations have been undertaken within the study area for O'Connell Street in recent years, primarily concentrating on O'Connell Street Lower. At present, the only available record for O'Connell Street Upper relates to the discovery of animal bones at 50 O'Connell Street Upper (NMI: 1A/15/65).

In 2002, archaeological investigations were undertaken at the site of Nelson's Pillar at the junction of O'Connell Street and Henry Street. Investigative works identified sterile gravel layers at a depth of 1.42m OD (3.45m below the level of the footpath). This deposit was truncated by three 18th century basements, relating to structures illustrated for this location on Rocque's Map of 1756. The structures, located under the central median of O'Connell Street, were demolished in the 1780–1790s by the WSC to accommodate the construction of O'Connell Street Lower. The cellars, which had cobbled floor surfaces, limestone walls and red-brick vaulted ceilings, had a maximum width of 3.43m, height of 2.02m and extended for a length of approximately 4m from the street frontage (Myles 2001; Licence No. 01E0871). The cellars were in-filled with demolition material relating to the activities of the WSC. Late 17th century ceramics and roof tiles were also retrieved.

Monitoring of ground reduction works for a proposed ESB substation for Luas Red Line identified subsurface structural remains on the central median of O'Connell Street between the O'Connell and William Smith O'Brien Monuments (Myles and Kerrins 2005; Licence No. 02E1825). The remains comprised a brick outhouse, relating to a property marked on Rocque's Map of 1756, and an attached cobblestone wall of possibly late 17th century date. The structures were sealed by demolition material, relating to the activities of the WSC. These features have been preserved *in situ* (Myles and Kerrins 2005).

Additional excavation work for the proposed Luas Red Line substation was undertaken in 2003; again on the central median of O'Connell Street between the O'Connell and William Smith O'Brien Monuments. Three phases of late 17th and 18th century activities were recorded, sealed by a late 18th century demolition layer relating to the activities of the WSC. The 1st phase of activity related to the construction of an east-west quay wall which survived to a height of 0.90m and was identified in association with reclamation deposits and artefacts with a date range of AD1600–1900 (Baker 2005, 8; Licence No. 03E0433). The 2nd phase of

activity was identified by the remains of a house, a well, a metalled surface and associated 17th to 19th century ceramic assemblage. A significant organic assemblage of late 17th century leather and wood artefacts, in addition to seed and plant remains were also retrieved. It is interpreted that the house was constructed post 1711. The 3rd phase of activity was located to the south of the quay wall and comprised a series of wall remains cut into the underlying reclamation deposits and associated with a 17th and 18th century ceramic assemblage. A number of these walls may represent the remains of a jetty predating Brooking's Map of 1728, with a further wall appearing to correspond to property plots identified on Rocque's Map of 1756 (Baker 2005, 17-18).

In 2009, archaeological monitoring of the excavation of 11 exploratory Utility Slit Trenches was undertaken on O'Connell Street Lower (Doyle 2009b, Licence No. 08E956; Doyle 2009c, Ministerial Consent E3964; Doyle 2009d, Ministerial Consent E3965). The slit trenches were excavated to various depths ranging from 0.10–1.5m. *In situ* post-medieval archaeological stratigraphy was identified in six of the slit trenches, positioned on both the central median and west side of the street. The archaeological stratigraphy primarily comprised a deposit of building demolition material, incorporating post-medieval ceramics, most likely related to the activities of the WSC and similar to that identified in previous excavations. This deposit was identified at a depth varying from 0.45–1m below current ground level. A post-medieval culvert and metalled surface was identified at a depth of 1.25m on the central median of O'Connell Street. A mortared stone wall, in association with a demolition deposit, was also identified at a depth of c.0.85m beneath the existing west footpath level. Disturbed post-medieval remains were identified in two additional trenches on the east and west side of O'Connell Street, comprising post-medieval ceramics. A concrete cellar was identified at a depth of 0.10m below footpath level on the west side of O'Connell Street, close to the junction of Middle Abbey Street. The cellar is associated with the present-day Clarks Shop.

4.11.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation, indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy on O'Connell Street. Archaeological stratigraphy on O'Connell Street may relate to the historic town (RMP DU0180:020). Late medieval/post-medieval agrarian and riverine remains may be exposed; the latter may include quay walls, jetties and ship fragments. Additional potential archaeological stratigraphy may relate to 17th century reclamation deposits, late 17th/early 18th century structural remains associated with the various house

sites marked on Brooking's Map of 1728, and demolition deposits relating to the late 18th century activities of the WSC.

Artefact remains associated with the historic town of Dublin (DU018:020) and/or the various known occupation levels may also be identified on O'Connell Street. These artefacts may be *in situ*, associated with defined archaeological stratigraphy, or they may be isolated finds disturbed from their original context by the construction of, and subsequent redevelopment of O'Connell Street. These artefact remains may be organic in nature including timber structural remains, leather or wood items such as clothing and tools, in addition to organic food remains. Ceramic assemblages may also be recovered.

4.12 Parnell Street

Originally called "Great Britain Street" and renamed Parnell Street in 1911, this street was laid out in the first half of the 18th century. It is first recorded in documents dated to 1718 and is first illustrated on Brooking's Map of 1728. It is subsequently illustrated on Rocque's Map of 1756, where it terminates a short distance to the east of Marlborough Street. The "New Gardens", subsequently Rutland Square and now Parnell Square, was established as a pleasure garden by Dr. Bartholomew Mosse between 1748 and 1750 to the immediate north of Parnell Street. The New Gardens were opened to raise money for the first "Lying-in Hospital", the construction of which commenced in 1751 in the south side of the square. The Lying-in Hospital now known as the Rotunda Hospital was not opened until 1757 but it is also shown on Rocque's Map of the preceding year.

Both 18th century maps illustrate Parnell Street as a well developed street which by 1756 was principally set out in regular linear property plots. However, patches of agricultural land are still present along Parnell Street at this time, particularly in the vicinity of the Rotunda Hospital, Dominick Street and at the intersection with Marlborough Street. An "Old Brick Field" is also shown at this time to the south of Parnell Street, bounded in the west by Moore Street and in the east by "Old Brick Field Lane" (now Moore Lane).

Parnell Street has since undergone substantial realignment and widening works, initially in the late 18th century by the WSC, particularly at the junction with present-day Cavendish Row/O'Connell Street Upper and subsequently by various regeneration initiatives by Dublin City Council (DCC). The most noted development was undertaken by Dublin Corporation (now DCC) in 1970 as part of the Inner Tangent Road scheme, which resulted in the widening of Parnell Street and the demolition of most of the Georgian Architecture.

On 17th May 1974, a car bomb was detonated on Parnell Street outside the Welcome Inn Pub (92–94 Parnell Street). This resulted in the demolition of a number of the shop fronts at this location.

4.12.1 Recorded Monuments

Parnell Street forms part of an extensive Recorded Monument (DU0180:020495), encompassing Dominick Place/Denmark Street Great/Belvedere Place/Dorset Street Upper/Frederick Street North/Gardiner Lane/Gardiner Place/Gardiner Street Middle/Gardiner Street Upper/George's Street Great North/Granby Row/Greenville Street/Hill Street/Mountjoy Square/Parnell Square/Parnell Street/Rutland Place West and Temple Street. It represents the site of a potential Viking cemetery recorded in an essay in the Dublin Magazine in June of 1763. The essay refers to human remains, spears, rivets and swords discovered during construction associated with the Rotunda Gardens, Cavendish Row and Granby Row. In 1788, Joseph Walker also wrote that a sword and helmet with several human bones had been uncovered during the sinking of foundations of a house on Parnell Square North (CRDS 2008). It has been postulated that this site may represent a burial ground associated with the nearby Battle of Clontarf AD1014 (CRDS 2008).

An "Old Brick Field" (RMP DU018:020506) is present to the south of Parnell Street, bounded in the west by Moore Street and in the east by Moore Lane (formerly "Old Brick Field Lane").

4.12.2 Previous investigations

A small number of excavations have taken place on the western end of Parnell Street, in the vicinity of Moore Street and Moore Lane, uncovering evidence of post-medieval urban settlement. Excavations at the north-eastern corner of Moore Street/Parnell Street identified four phases of archaeological material commencing with confined medieval cultivation deposits, potentially related to the late medieval St. Mary's Abbey. The second phase of activity relates to the early 18th century use of the site as a Brickfield (DU018:020506), with the principal phase dating to 1750–1770 when nine Georgian properties were constructed. The final phase of activity related to alterations to the existing buildings and the piecemeal addition of new buildings within the site (O'Donovan 2003; Licence No. 98E0357). An additional excavation at the junction of 58–66 Parnell Street/Moore Lane identified the remains of buildings constructed by the first half of the 18th century, in addition to 18th and 19th century rubbish deposits (O'Donovan 1999; Licence No. 98E0357).

In October 2012, an investigative slit trench was excavated on the carriageway parallel to No. 71 Parnell Street (Bolger forthcoming; Licence No. 12E0310). Three intact coal cellars

were identified, exposing the red brick arches of the cellar roofs. The cellars were identified at a depth of 0.40m below current ground level.

4.12.3 Potential archaeological remains

Analysis of the available cartographic and literary documentation, indicates that there is a high potential for invasive works to uncover subsurface archaeological finds and/or stratigraphy on Parnell Street. Archaeological stratigraphy on Parnell Street may relate to the early medieval Viking cemetery (RMP DU0180:020495), late medieval/post-medieval agrarian remains such as field boundaries and late 17th/early 18th century structural remains associated with the various house sites marked on Brooking's Map of 1728 and Rocque's Map of 1756. Demolition deposits associated with the development of O'Connell Street Upper and the late 18th century work of the WSC, particularly at the junction of Parnell Street with Cavendish Row, may also be identified.

Further deposits, relating to the demolition of the Georgian buildings on Parnell Street in 1970, are likely to be encountered. The latter are likely to include the remains of coal cellars/coal chutes and utility services (e.g. brick sewers and culverts). A number of coal cellars, associated with surviving Georgian buildings on the east side of Parnell Street, may also be identified during the course of ground disturbance works. These cellars may be in use or may be severed from their original associated houses; a number of which are Protected Structures.

Artefact remains, associated with the Viking cemetery (e.g. spears, rivets and swords) and subsequent occupation levels (e.g. ceramics), may also be identified on Parnell Street. These artefacts may be *in situ* associated with defined archaeological stratigraphy, or they may be isolated finds disturbed from their original context by the construction of, and subsequent redevelopment of Parnell Street.

4.13 Marlborough Street

Examination of Speed's Map of Dublin (1610), the Down Survey (c. 1654) and De Gomme's Map (1673) indicates that the area in which Marlborough Street lies remained undeveloped throughout the 17th century. Marlborough Street was first laid out in 1707 (Lennon 2008, 17) and was named after the Great Duke of Marlborough (DCC 2001, 25; M'Cready 1892, 63). Originally, Marlborough Street did not extend south to the River Liffey. Instead a narrow laneway, known variously as Union Lane, Ferryboat Lane and later Union Street, lay to the west of the current street and linked Abbey Street Lower with Bachelors Walk. Brooking's Map of 1728 shows this earlier alignment of streets and represents "Great Marleborough

Street", as it was then known, as extending from "Great Britain Street" (now Parnell Street) to Abbey Street Lower. This map shows that the middle section of Marlborough Street (between present-day Talbot Street and Findlater Place) remained undeveloped at this time. Rocque's Map of 1756 also depicts this street alignment and shows that much of the eastern frontage of Marlborough Street, as well as large tracts of the western frontage, were still undeveloped.

During the late 1790s, the WSC oversaw the creation of Eden Quay and ordered the southward extension of Marlborough Street to link with the new quay. These developments replaced "Iron Key" which is shown on Rocque's Map of 1756. As a result, it is possible that subsurface evidence associated with this quay is present beneath the current Marlborough Street/Eden Quay junction.

Duncan's Map (1821) shows the new alignment of Marlborough Street and depicts it extending southwards to Eden Quay. The new southern section of Marlborough Street is shown as being marginally wider than the northern portion of the street. The 1st Edition OS Map of 1843 shows that this was no longer the case by the mid-19th century, and it can be seen that the western side of the southern portion of the street was realigned and developed slightly eastwards in the intervening period. Examination of the OS maps (1843–1948), demonstrates that no significant developments have been carried out to Marlborough Street throughout the later 19th or 20th century. At present, bridge construction works are ongoing in this area to link Marlborough Street with Hawkins Street, with a new bridge spanning the River Liffey.

4.13.1 Recorded Monuments

A prison site is located at the southern terminus of Marlborough Street/Eden Quay (RMP DU018-020461). A graveyard (RMP DU018-020504) site is located to the immediate west of Marlborough Street, at the intersection with Cathal Brugha Street and Findlater Street. This site is now occupied by St. Thomas' Church.

There are artefacts from Marlborough Street within the Topographic Files of the NMI.

4.13.2 Previous investigative works

Archaeological monitoring of ground disturbance works to accommodate the construction of offices and an underground car park on Marlborough Street, identified a series of basements which were excavated directly into the natural gravels. These basements were related with the 19th century houses which once lined the street. A stone lined well, associated with one of these buildings, was also revealed and partially excavated. In the remainder of the site, garden-type clays with a mix of modern pottery sherds, including some blackware sherds of

possible 18th century date, occurred at c. 0.6–1m below present ground level and overlay the natural gravels (McMahon 1999, Licence No. 99E097).

The excavation of utility slit trenches identified the remains of a coal cellar beneath the footpath of Marlborough Street at the site of the Eircom building (Bolger forthcoming, Licence No. 12E0310). The cellar was identified at a depth of 0.60m below current ground level. It was 2.6m in length and the distance between floor and soffit varied between 0.7–1m. At the junction of Marlborough Street and Parnell Street, a lintelled drain was identified which overlay a metalled surface and a red brick wall. The predominant stratigraphy of Marlborough Street comprised infill material from 0.40–1.50m below current ground level which included moist dark brown sandy silt with inclusions of red brick fragments, oyster shell, mortar pieces, organic material (tree roots) and occasional 19th century ceramics.

4.13.3 Potential archaeological remains

There is a high probability that reclamation deposits and evidence for quay walls will be encountered towards the southern end of Marlborough Street. As this was the location of a Prison (RMP DU018-020461), structural remains may also be encountered at this location/Rocque's Map of 1756 illustrates the presence of an "Iron Key" on the route of Marlborough Street, remains relating to this, including boundary walls and structural items may survive beneath the current street surface. Archaeological investigations at Marlborough Street have confirmed the high potential for the preservation of coal cellars beneath the existing street level, in addition to wells, and other wall structures, in addition to various forms of street surfaces which may be metalled or cobbled. Garden soil and infill deposits, incorporating demolition material, may also be identified.

Artefactual remains are likely to include post-medieval and modern ceramics, shell and brick fragments. Industrial artefacts associated with Iron Quay and the Prison (RMP DU018-020461) site may also be recovered.

4.14 Dominick Street

Until the beginning of the 18th century, the area in which Dominick Street lies was in open country at the edge of the Dublin "City Liberty". This area comprised part of a parcel of land in the possession of Sir Christopher Dominick who started to build in the area in 1720 and from whom the street derives its name (M'Cready 1892, 81). Dominick Street is not depicted on Brooking's Map of 1728; Brooking instead shows an uninterrupted street frontage on the north side of "Great Britain Street" (now Parnell Street). This suggests that buildings formerly

fronting the northern side of "Great Britain Street" were demolished to make way for Dominick Street Lower which was constructed in the 1750s.

Sir Christopher Dominick died in 1743 (M'Cready 1892, 31) and a decade later his widow announced her intention "to let in lots for building...all that new street called Dominick Street" where "sand may be raised out of the foundations for building work" (Casey 2005, 186).

Rocque's Map of 1756 is the first to show Dominick Street Lower and he represents it as extending between "Great Britain Street" (now Parnell Street) and Dorset Street. On this map, only five houses are recorded on the north side of the street. By then however, the street had been divided up and let to a number of developers by Dominick's son-in-law, Usher St. George. Building on these plots commenced in 1757 (Casey 2005, 186–187).

Throughout the later 18th century, Dominick Street Lower was a highly desirable and fashionable district. After the Act of Union in 1801, however, the street rapidly declined to become a slum district.

The location of present-day Dominick Street Upper is depicted by Rocque in 1756 as comprising a patchwork of enclosed fields, pasture and orchards. A number of buildings are shown by Rocque on the north side of Dorset Street and fronting onto Constitution Hill where Dominick Street Upper was later constructed. These structures were demolished to accommodate the construction of Foster Aqueduct, c. 1800 and Dominick Street Upper c. 1810. Foster Aqueduct was constructed to carry the Broadstone Branch of the Royal Canal over Constitution Hill and into the Broadstone Harbour. This structure rested on substantial earthen embankments either side of Constitution Hill and contained a parallel access road for pedestrians and carriages. The subsequent completion of Dominick Street Upper provided a continuous access route from the city centre to the harbour via the aqueduct.

As outlined previously, it was not until c. 1810 that Dominick Street Upper was laid out. During this time, the area was one favoured by aristocrats and consequently, was an up-market residential location. Sherrard's Map of 1827 shows the presence of Lord Palmerston's as well as Lord Monck's estates to the immediate east of this street. Duncan's Map of 1821 shows both Dominick Street Lower and Upper and the presence of the Broadstone Branch of the Royal Canal at the northern limit of Dominick Street Upper.

On the 1st Edition OS Map of 1843, Dominick Street Lower is marked as "Dominick Street Old" and comprises a relatively wide street that has fully developed frontages on both sides. Dominick Street Upper is named as "Dominick Street New" and is slightly narrower than the lower section. Both street frontages are shown as being fully developed on this map as far as

Mountjoy Street. North of the junction of "Dominick Street New" and Mountjoy Street, a number of plots on the north side of the former street are depicted as being developed. Essentially however, Dominick Street Upper did not experience large-scale development until the Midland Great Western Railway (MGWR) Terminus was built in the mid-19th century (Casey 2005, 189).

Many of the Georgian buildings on Dominick Street have been demolished, most notably during the 1960s. It is highly possible that subsurface remains including walls and basements associated with buildings which originally stood at the intersection of Parnell Street and Dominick Street Lower and Dorset Street and Dominick Street Upper in the early 18th century, in addition to the now demolished 18th and 19th century Georgian and Victorian Buildings from Dominick Street Lower, could survive below the current streetscape.

4.14.1 Recorded Monuments

There are no Recorded Monuments for Dominick Street Upper or Lower. There are no finds from Dominick Street contained within the Topographic Files of the NMI.

4.14.2 Previous investigative works

The archaeological monitoring of ground investigations on Dominick Street for Luas Broombridge identified a mortared barrel vault red brick cellar 0.95m below current footpath level adjacent to the Dominick Street Flats (BXD BH002; Collins 2010; Licence No. 09E537). The cellar roof was breached, exposing the underlying void which was 1.7m deep. Boreholes excavated on Dominick Street Upper/Western Way identified made ground to a depth of 2.4m to 6.4m. It is possible that this depth of material may be redeposited material, accumulated from the excavation of coal cellars and house foundations at this location. It is also possible that it may represent material from the embankments of Foster Aqueduct.

A series of utility slit trenches excavated on Dominick Street in 2011 did not expose any subsurface basements, due to the fact that the slit trenches were excavated on the street's carriageway rather than on the street footpath. The works identified deep deposits of post-medieval infill, ranging in depth from 0.42–1.80m below current ground level. This infill layer contained quantities of rubble and redbrick, potentially relating to the demolition of Georgian houses (Bolger 2012; Licence No. 11E0280).

Repaving works on the west side of Dominick Street Lower, undertaken by DCC in 2012, exposed a series of cellars at a depth of c. 0.50m beneath the existing footpath level. The cellars were barrel vaulted red brick structures, a number of which were intact. A number of

the cellars had been previously impacted by the installation of utility infrastructure, resulting in damage to the roof elements.

4.14.3 Potential archaeological remains

Cartographic analysis of Dominick Street clearly indicates that the development of the street entailed the demolition of a number of late 17th/early 18th century structures which were located on the intersection of Dominick Street with Parnell Street, Dorset Street and Constitution Hill. There is a high potential that subsurface structural remains associated with these buildings will be exposed by ground excavations works in the area. Furthermore, recent investigative works have shown that the cellars associated with Georgian buildings are well preserved at a depth of 0.50–0.95m below current footpath level.

Post-medieval infill layers may be identified on the carriageway of Dominick Street, incorporating rubble stone and redbrick fragments at varying depths of 0.42–1.80m. These deposits may be present to a depth of up to 6.4m on Dominick Street Upper, where the embankments of Foster Aqueduct once stood. Former street levels, comprising metallated and cobbled surfaces, may also be identified.

Artefactual remains on Dominick Street are likely to comprise post-medieval ceramics, glass and animal bone dating from at least the 17th century. Given the redevelopment of the street in the 1960s, coal hole covers from the cellars which lined the street may be incorporated into the infill layer. Additional artefacts relating to domestic refuse are also likely to be recovered.

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