

# Appendix B Cultural and Built Heritage

## Introduction

This Appendix is divided into three distinct parts. Part 1 supports the archaeological section of Chapter 3 by including the detailed list of archaeological sites within and adjoining the Plan Area. In addition, details of the most important of these sites are given, in alphabetical order.

Part 2 of this appendix supports the protected structures section of Chapter 3. This gives the full list of protected structures within and adjoining the Plan Area. Historical and descriptive analysis of the protected structures within the Plan Area is given, together with details of noted structures from the Dublin & Wicklow Railway, and from the local and industrial heritage of the area. Part 3 of this Appendix consists of a Glossary of the place and street names used in the Planning Scheme. These have been primarily derived from historical place names, figures and families associated with the area.

## Part 1 – Archaeological Monuments

The statutory list of all known archaeological monuments in Dún Laoghaire- Rathdown County is contained in the current Dún Laoghaire-Rathdown County Development Plan. The 2010-2016 County Development Plan contains this list of Recorded Monuments and Places, which fall within or abut the Planning Scheme area:

MAP	LOCATION	RMP No.	CLASSIFICATION	MAY CONTAIN PROTECTED STRUCTURES	STATUS
7	Cabinteely	026-119	Burial Ground	YES	
9	Carrickmines Great	026-005001	Castle	NO	
9	Carrickmines Great	026-005002	Bawn	NO	
9	Carrickmines Great	026-005003	Fortification	NO	
9	Carrickmines Great	026-005004	Mill Unclassified	NO	
9	Carrickmines Great	026-005005	Castle	NO	
10	Laughanstown	026-006	Enclosure	NO	
10	Brennanstown	026-007	Portal-tomb – Megalithic tomb	YES	G
10	Carrickmines Great	026-022	Enclosure	NO	
10	Laughanstown	026-023001	Church	YES	0
10	Laughanstown	026-023002	Graveyard	NO	
10	Laughanstown	026-023003	High Cross	YES	0
10	Laughanstown	026-023004	High Cross	YES	0
10	Laughanstown	026-023006	Grave-Slabs	YES	
10	Laughanstown	026-023007	Cross	YES	
10	Laughanstown	026-023008	Cross Inscribed stone	YES	
10	Laughanstown	026-023009	Ecclesiastical Enclosure	YES	0
10	Laughanstown	026-024	Wedge Tomb – Megalithic Tomb	YES	0
10	Glebe	026-025	Cairn	YES	
10	Laughanstown	026-026	Cairn	NO	
10	Cherrywood	026-027	Enclosure	NO	
10	Laughanstown	026-028	Inn Site	NO	
10	Carrickmines Great	026-071002	Field System	NO	
10	Carrickmines Great	026-080001	Enclosure	NO	
10	Carrickmines Great	026-080002	Watermill	NO	
10	Laughanstown	026-093	Castle- Tower House	YES	
10	Glebe	026-114	House 16th/17th Century	YES	
10	Cherrywood	026-127	Camp	NO	
10	Laughanstown	026-144	Rock Art	NO	
10	Carrickmines Great	026-150	Fulacht Fia	NO	
10	Cherrywood	026-160	Habitation Site	NO	

#### Notes:

- A number of structures are also defined as Protected Structures. These structures are protected under the National Monuments Acts and the Planning Acts (refer to 5th column above). National monuments are shown as being in State ownership (O) or Guardianship (G).
- Two errors have been corrected in the status column referring to RMP 026-023004 and RMP 026-024, which are national monuments in state ownership.
- A further error is corrected for RMP 026-114, which contains Glebe House, also a protected structure.



Above: Brennanstown Dolmen

#### Brennanstown Dolmen

The Brennanstown Dolmen (RMP 026-007) is the earliest upstanding monument in the Cherrywood area dating to the Neolithic. The Dolmen lies in the Druids Glen adjoining the Carrickmines Stream. It is located immediately outside the Planning Scheme area however, the zone of archaeological potential for this monument lies within the SDZ. It is a magnificent portal tomb (an early type of megalith), which is characterised by its large capstone.

#### Laughanstown Wedge Tomb

A further megalithic tomb at Laughanstown, also a National Monument, is located proximate to the intersection of the Wyatville Link Road and the M50 (RMP 026-024). It is a wedge tomb, which dates to late Neolithic/ beginning of the Bronze Age (c. 2500-500 BC). A cairn was indicated in this field on the early editions of the Ordnance Survey map, but was subsequently removed by quarrying.

#### Carrickmines Castle

A fragment of a gable wall of Carrickmines Castle (RMP 026-005), owned by Dún Laoghaire-Rathdown County Council, is located in a central island of the Carrickmines Interchange at the north-west boundary of the Planning Scheme. This castle was part of a significant medieval settlement. The castle ceased to function in late March 1642 when it was overrun by Dublin forces under the command of Sir Simon Harcourt and many lives were lost.

#### Laughanstown Camp

The Laughanstown Camp (RMP 026-127) dates to the 18th Century and has the largest zone of archaeological potential within the Planning Scheme. This camp dates to the time when there was a significant military threat of a Napoleonic invasion of Ireland and it was capable of holding approx. 4,000 men. The extent of the camp has always proved difficult to define on the ground – to date the only elements of the camp that have been identified have all been subsurface remains. It is recognised that the extent of the military camp extends beyond the zone of archaeological potential. The camp appears to have extended along two ridges that run northwest/ southeast between Loughlinstown River, Laughanstown Lane and Tully Church. Associated activities of the camp probably used structures and topographic features in the area such as Tully Church and Laughanstown Castle. There was an earlier camp established in 1690 centred on Gun and Drum Hill to the north of Tully Church. Laughanstown Lane may be part of a military road associated with the camp. It has also been hypothesised that the straight stretch of Laughanstown Lane to the north of the camp was a double bank and ditch used for military manoeuvres.

#### Mill Site

There are no surface indications of the mill site in Brennanstown (RMP 026-080) and its location is only recorded on the Ordnance Survey maps as 'site of ancient mill'. It is not clear on what basis the Ordnance Survey marked this site on the map. It is known that there was a water powered mill in this area in the 17th century. Equally, there are historical references to a mill associated with Tully Church from 12th century, so there is a likelihood that in this area there are the subsurface remains of an early water powered mill somewhere in the vicinity.

## Part 2 – Protected Structures

The list of protected structures which fall within the Planning Scheme area are set out in the 2010-2016 Dún Laoghaire-Rathdown County Development Plan.

Structure Name	Location	Description	Map No.	RPS. No.
Priorsland	Glenamuck Road, Carrickmines	House, Out-Offices and Gates	9	1746
Station House (Former Carrickmines Railway Station)	Glenamuck Road, Carrickmines	Railway Station (former) House	9	1743
Glendruid	Brennanstown Road, Cabinteely	House (Note: Entrance gates also Protected Structure)	7	1730
Glendruid	Brennanstown Road, Cabinteely	Entrance Gates (Note: House also a protected structure)	7	1730
Lehaunstown Park* (Lehaunstown Castle)	Lehaunstown Lane	Castle-Tower House	10	026-093
Bride's Glen Viaduct	Cherrywood Road	Viaduct	10	026-1783
Tully Church *	Lehaunstown Lane	Church, High Cross, Grave-Slabs	10	026-023
Brennanstown Dolmen*	Brennanstown	Portal Tomb	10	026-007
Lehaunstown*	Lehaunstown	Wedge Tomb	10	026-024

\*These structures are also listed in the Record of Monuments and Places and are dealt with in the section on Archaeology.

Map 3.2 shows the location of Protected Structures in the Area.

Below is the list of additional Protected Structures which border the Planning Scheme area. Regard should be given to any potential visual impact on the character and appearance of these structures.

Structure Name	Location	Description	Map No.	RPS. No.
Cherrywood House	Cherrywood Road	House	10	1788
Rathmichael Glebe House	Bridesglen Road	Rectory (former)	10	1787
Mullinstill House	Mullinstill Road	House	10	1791
Brenanstown House	Brennanstown Road	House and Out-Offices	7	1715
Barrington's Tower	Brennanstown Road	House	7	1729

### 1. Glendruid

Glendruid and its entrance gates are included as Protected Structures on the Dún Laoghaire-Rathdown Record of Protected Structures.

Glendruid was built by John Barrington in 1808. Barrington was a businessman and originally belonged to the Quaker tradition. The original estate comprised 126 acres and included the Druid's Glen which was converted by Barrington to a pleasure landscape. Barrington planted trees, set out paths and constructed two cottages in the Glen. He also constructed a viewing tower in 1818 to the west, which he called 'Tillientudelem' after the castle in Sir Walter Scott's novel 'The Antiquary'. This structure was later extended and converted into a dwelling and is known as Barrington's Tower.

Within the attendant grounds of the original estate was Brennanstown Dolmen. The Dolmen is located close to the Carrickmines River, and has a very impressive capstone, which weighs 45 tonnes. The Dolmen is no longer within the Glendruid landholding. Further details of the Dolmen, including a photo, are in Part 1 of the appendix.



Above: Glendruid Estate, First Edition 6" Ordnance Survey Map, 1843

The house itself is five-bay two-storey over basement with a projecting entrance porch, and a bow on its eastern side. It is set on an elevated site within its own mature grounds overlooking Carrickmines River Valley. The house is accessed via the original gated entrance, which includes a single-storey gate lodge. There is an interesting range of outbuildings to the rear of the house, which are accessed through a tall granite arched gateway. The site is bounded by a combination of high stone walls, mature trees and hedges, giving it a great sense of enclosure.



Above: View of front of Glendruid



Above: Southern view from Glendruid to be protected

### Landscape Character

Glendruid is set within a distinctive landscape encompassing a river valley and mature woodland to the south, with borrowed views above the tree canopy towards the mountains. The original house is largely screened from the public road with glimpses visible from the river valley on Lehaunstown Lane to the southeast. It is clear that the siting of the house was informed by the existing historic landscape and it is this landscape which should inform all future development in the area.

### Druid's Glen

The river valley within the grounds of Glendruid is an important element in the setting of the protected structure. The area contains a number of items of interest which have been identified in the Historical and Architectural Heritage Report (R Goodbody, 2011). These include two stone bridges and a stone culvert.

### Character Areas

The lands around Glendruid can be divided into four Character Areas. These areas are identified as follows (See Map 3.3):

1. Glendruid House, stable yard and lands, which are considered to provide the setting for the protected structure.
2. Southern valley to the west.
3. Southeastern portion of the site.
4. Area to the rear of the house (the former kitchen garden).

### Area 1

This area includes Glendruid House, the original entrance gates and gate lodge, the stable yard and the area to the immediate foreground of Glendruid. While the curtilage of Glendruid has not been defined, it is important that the original house has an appropriate setting. It is considered that the southern vista from the front of Glendruid is an historic view, which must be protected.

- The original early 19th century house is vacant and in a very poor state of repair. This is of considerable concern. The best way to protect the building is to keep it in active use.



Above: Glendruid Gate Lodge



Above: View from the front of Glendruid

### The Stable Yard

The area to the rear of Glendruid House includes a stable yard with a range of associated outbuildings including a stone built former cart shed. They retain much of their original fabric including stable stalls and cobbled stone floor. The stable yard complex at Glendruid is an excellent example of a building type that once widespread, is becoming uncommon in the Dún Laoghaire–Rathdown area.

There is potential to conserve and adapt these structures to provide new uses. There are many examples of how these types of structures can be successfully integrated into a new development without compromising their architectural and historic character. For example, in Castlecomer in County Kilkenny, similar structures have been converted to a craft village. While in Narrow Water Castle in County Down, the original stable complex has been converted to self-catering accommodation retaining the original stalls as room dividers.



Above: Granite structure on northern side of stable yard



Above: Stables on western side of yard



Above: Interior of stables with cobbled floor

### Area 2

The Southern valley to the west of Glendruid is largely screened from direct views from the front of the protected structure by the existing mature landscaping. However given the proximity to the river valley, the impact of any development must also be considered in this context and should not dominate this highly sensitive and important landscape.

### Area 3

The southeastern portion of the site is very open when viewed from the front of Glendruid, lacking the screening afforded the southwestern end. This part of the site also affords views of the original house outside of the site from Lehaunstown Lane. Development considerations in this area will be sensitive in design, siting, location and orientation so as to enhance and protect the special character of Glendruid and it's setting.



Above: Glendruid from Lehaunstown Lane

### Area 4

This is an area to the rear of the Glendruid House. The First Edition Ordnance Survey Map, 1843, shows the area laid out as a garden/orchard, evidence of which is still visible on the ground. The site has been developed in recent times with two new dwellings. An intrinsic feature of this part of the site is the high stone boundary wall onto Lehaunstown. The wall forms part of the protected structure and therefore only a minimum number of openings will be considered by the planning authority in order to facilitate development. Development considerations in this area will be of sensitive design, modest in height with a maximum of 2-storeys and of a scale subservient to Glendruid House, and 'courtyard' style development which echoes the way the garden was originally laid out as evidenced on Historic Maps.

## 2. Priorsland

Despite historical research, it is unclear when the original house at Priorsland was built (Historical and Architectural Heritage Report). What is clear is that the dwelling does appear on the First Edition Ordnance Survey Map of the area published in 1843. This map also shows the extensive courtyard of out buildings, which still stand today. The house was enlarged in the 1860s, with new sections added on the eastern and north eastern sides together with a new front.



Above: First Edition 6" Ordnance Survey Map, 1843



Above: 1864 Ordnance Survey Map

### Landscape Character

When the house was originally constructed it was set within a very different landscape to that which exists today. In the 19th century the surrounding lands were largely agricultural interspersed with large houses and estates. The current context is much different with suburban housing to the north and the busy M50 motorway to the south.

The 1864 OS Map shows the grounds around the house laid out as pleasure gardens, including a substantial walled garden to the north. This coincided with the enlargement of the earlier dwelling and its reorientation, with a new front added to the eastern side. Most of these features are still evident today, and beyond this is a level post and railed paddock of approximately 2.8 hectares.

## Character Areas



**Above:** Eastern elevation of Priorsland

The lands around Priorsland can be divided into three Character Areas. These areas are identified as follows:

1. Priorsland House, outbuildings and lands directly associated with the house.
2. Former paddock area to the east of the house.
3. Walled garden located to the north east of the house.

### Area 1

This area includes Priorsland House, entrance gates and out buildings, together with the formal gardens to the front extending to the level post and railed paddock. This is considered to be the historic curtilage of the protected structure which is supported by cartographic evidence.

The stable yard at Priorsland is one of the best surviving examples of its type in the County comprising a variety of buildings including stable building with timber boxes, a range of carriage sheds and two single-storey cottages. As stated previously there are many examples of how these types of structures can be successfully adapted without compromising their historic and architectural character.



**Above:** Entrance from stable yard to gardens

### Area 2

This is a former paddock area delineated by a timber fence with a pedestrian gate flanked by granite piers. The low lying topography and lack of screening renders this part of the site very open when viewed from the front of Priorsland House. Any development will therefore impact on long distance views from the protected structure.

The visual impact of development here is evident when one considers the impact of the temporary car park for the Luas.



**Above:** paddock area to the front of Priorsland, prior to the insertion of the temporary car park at right

### Area 3

This area is the walled garden located to the north of the house. It contains formal hedges of yew, box holly, beech, and fruit trees and is enclosed by high brick walls. There is a pre-existing rail order, which could result in the loss of the garden and its incorporation into the Carrickmines park and ride facility. To date the scheme has not been put into operation, with permission recently granted for a temporary car park in the former paddock area to the east of Priorsland House.



**Above:** Entrance to walled garden

The walled garden is a wonderful feature that should be retained. It could be maintained as is, and enhanced as a public amenity with the possibility of creating allotments or it could be sympathetically developed. There are examples elsewhere in the County where they have been retained and incorporated as part of larger developments, such as Claremont House at Cornelscourt Hill Road and Kensington Lodge on Rochestown Avenue.

As with many of its counterparts the original use of the walled garden associated with a large dwelling has become redundant. There may be other possibilities which could ensure a future for the walled garden, which if left in its current state may continue to deteriorate to the point where its special interest is lost.

Longterm the Development Agency would welcome a reassessment of the park and ride scheme, which would allow for the retention of the walled garden.

Development considerations should be of a sensitive design with development designed as 'courtyards' to echo the way the garden was originally laid out as evidenced on Historic Maps. Buildings are to be free standing so as not to engage the walls of the garden. The design should be contemporary and imaginative and materials chosen should compliment the existing palette of materials of rubble stone and brickwork.

## 3. Carrickmines Station

Carrickmines Station (located to the north of Priorsland House) was part of the original Dublin and Wicklow Railway (often referred to as The Harcourt Street Line), which ceased operation in 1958. It is a three-bay two-storey hipped roof structure having a moulded arch feature over the doorway. The former lean-to canopy to the rear elevation has been infilled to internalise the space. The building, although vacant, is in a reasonably good condition, and retains many original architectural features. One such feature is a former water tank, a remnant from the steam age.



**Above:** 1864 Ordnance Survey Map



Above: Southern elevation of former station



Above: Northern view of building

While the station building remains, it has lost its original context. The line of the original track is now part of the extension to the Luas Line B1. A number of associated elements were removed to make way for the Luas works. These include the original railway bridge that carried Glenamuck Road, and the granite bullnosed coping stones from the platform edges. The latter remain in a field to the south of Priorsland House.

The EIS for the Luas Line B Extension stated that the parapet walls and railings from the demolished bridge were to be reused at the station house. At a site visit in October 2011 the reuse of these items was not apparent. It was also noted that part of the granite stone wall adjoining the station house had been removed.

## 4. Lehaunstown Park

Historical Research undertaken for the Planning Scheme outlines the complex history of this site. This research confirms the view that the current structure incorporates remains of a tower house from the 17th century.

It is primarily a two-storey structure with a combination of gable and hipped natural slate roofs. The walls are rendered and painted with the render falling off in many places.

The original early 19th house is vacant and in a very poor state of repair and requires urgent repair works.



Above: Ordnance Survey first edition, 1843



Above: Southern elevation of Lehaunstown Park



Above: Hay loft with A-truss timber roof

From the mid 19th century the house and lands have been in agricultural use. This history can be traced in the Ordnance Survey Maps of the site, which show the development of extensive ranges of out buildings. The only surviving structures comprise an L-shaped two-storey range. They are two-storey in height of granite rubble construction with red brick dressing the window and door openings. There are not many examples of this extent and quality remaining in Dún Laoghaire-Rathdown.

As with those at Glendruoid and Priorsland, there is potential to conserve and adapt these buildings to provide new uses.



Above: Gate to farm complex

There are other ancillary features of interest at Lehaunstown Park including the entrance gates and gate piers, farm complex granite boundary walls, and various types of gate. These features contribute to the agricultural heritage of the County. They are becoming increasingly rare due to the urbanisation of the County and agricultural improvements. It is important that these elements are retained in any future development of the site.

The lands at Lehaunstown Park can be divided into two character areas. These areas are identified as follows (See Map 3.3):

### Character Areas:

1. Lehaunstown Park, out buildings and lands directly associated with the house.
2. Lands to rear (southwest) of the protected structure.

### Area 1

This area includes Lehaunstown Park house, entrance gates, avenue and associated out buildings. Historically and architecturally, this is the most important area of the entire site. The entrance driveway is carefully aligned to offer glimpses of the house on approach. No development should be permitted between the entrance gates, driveway and the house as this would destroy the historic relationship.



Above: Entrance gates with views towards Lehaunstown Park



Above: View of northern end of outbuildings



Above: Details of ironwork on gates



Above: Ordnance Survey Map, 1937

### Area 2

This is an area to the rear (southwest) of the main complex. Cartographic evidence shows that this area has never been developed. Due to its proximity to the protected structures, it is considered a very sensitive development area.



Above: Ordnance Survey Map, 1864

## 5. Development on adjacent lands

A new road is to be constructed along the entire length of the eastern boundary of Lehaunstown Park. The lands on the opposite side of the road are planned for Residential development. The site is also identified as having a principle road frontage. Regard should be had to the impact and relationship of development on this site to Lehaunstown Park.

## 6. Bride's Glen Viaduct

Bride's Glen Viaduct is an imposing five-arch granite structure. The viaduct was built in 1854 as part of the construction of the Dublin and Wicklow Railway Line to carry the line over the Loughlinstown River valley. It is a magnificent engineering feature which has been rated of Regional significance in the Industrial Heritage Survey, Record No. 751. It has been disused since the railway closed in 1958 with the tracks reportedly removed in 1960. Issues for consideration in relation to the viaduct are ways to commemorate its Industrial Heritage, and safeguarding its future by encouraging its sympathetic reuse in addition to its role in the B2 Luas line extension. The viaduct could be integrated within a pedestrian route within the planning control scheme similar to the High Line public park in New York, which was built in an historic freight rail line elevated above the streets (see images below).



## 7. Structures associated with the Dublin and Wicklow Railway

Historical research has identified a surviving crossing-keeper's cottage on Lehaunstown Lane alongside the former track. There is also a single granite gate pier, in the grass verge at the side of the road.

## 8. Items of local historical interest

The Cherrywood area has been largely untouched by modern development and hence it has a very rich architectural, historic, social and agricultural heritage. There are a number of miscellaneous items of heritage interest such as street furniture and agricultural features whose retention should be incorporated into any development proposal.



Above: Stile to rear of Cherrywood House



Post box and ironwork adjoining entrance to Glendruid

## 9. Industrial Heritage

There are two surviving notable entries from the Industrial Heritage Survey located in the Cherrywood SDZ boundary namely numbers 992 and 632. Number 992, which is entered as a possible well. This is a recess in the wall on the south side of Lehaunstown Lane in the vicinity of a sharp bend. The Archaeological Study on RMP 026-127 concluded that "A well built into the northern boundary wall of the road, to the northwest of the lane entrance, was probably constructed when the road was realigned in the late 19th /early 20th century." This may have been a superstructure over a natural spring to retain access to the spring once the road was realigned. There is no holy well tradition associated with this well however, given the proximity to the Tully ecclesiastical complex this should not be ruled out.



Above: Possible well, Lehaunstown Lane

The Second entry 332 is a pedestrian undeTIss, which originally passed under the Harcourt Street railway embankment (now under the Luas line) and connected Glendruid to fields to the south.



Above: Pedestrian undeTIss close to Brennanstown Luas stop

## Part 3 – Glossary of Place and Street Names

The place names used in the Planning Scheme have been carefully chosen to reflect the existing place names of the area, historical place names and local historical figures and families who have resided or had an association with the area. The contents of this appendix reflect the contents of 'Cherrywood Historical and Architectural Appraisal Report' December 2011 prepared by Rob Goodbody.

Area Names	Explanation
Lehaunstown	The central part of the Plan Area is in the townland of Laughanstown. The spelling of this name has varied considerably over time, and in some periods was almost indistinguishable from Loughlinstown, the name of which also varied. The spelling Laughanstown was adopted and fixed at the time of the original Ordnance Survey in the 1830s. However, the evidence suggests that the name used locally was Lehaunstown, and this was noted by the Boundary Survey in the 1820s. Local usage did not change as a result of the Ordnance Survey's attempt to impose a new spelling. This is the spelling adopted throughout the Planning Scheme.
Priorsland	This name is given to a Protected Structure on the Glenamuck Road, adjacent to the M50 junction 15 and Carrickmines. It is difficult to date the original house at Priorsland. Carrickmines was a significant settlement in the late medieval and early modern period and the vestiges of it remained through to the eighteenth century. John Rocque's map of 1760 shows a building to the north of the river and to the east of Glenamuck Road, just at this location. John Taylor's map of 1816 and William Duncan's of 1821 also show a building in this location, and it seems likely that this is Priorsland, though this is not proven, as it may have been demolished and rebuilt.
Domville	The Domville's were associated with the Loughlinstown and Cherrywood area in the 17 <sup>th</sup> and 18 <sup>th</sup> Century and Loughlinstown House was built by them. In the 1720's close to the modern N11 Beechgrove was built for one of the Domville family, though he never lived in it. Instead it became an inn for many years, "Owen Bray's", and was well known – most famously appearing in a ditty "The Kilruddery Hunt". It was demolished in the 1970s and very little trace remains.
Druid's Glen	A dolmen is also known as a druid's altar. Druid's Glen was named after Brenanstown Dolmen, which is an important portal tomb, located in the Glen.
Bride's Glen	This was named after St. Brigid to whom Tully Church was dedicated.
Macnebury	According to Ball's History of County Dublin (1902), Macnebury of Ashpoll or Archbold occupied the lands of Tully some time between the fourteenth to the seventeenth Century. Members of the family were suspected of being involved in the murder of the owners of Bullock.
Tully	This is the high ground where Tully Church, graveyard and crosses are located. This name derives from Tullagh, which means hillock. Tully was known as Tulagh-na-nEaspag (Hillock of the Bishops).
Cherrywood	According to Joyce (1912) Bride's Glen was referred to as Cherrywood Glen in the eighteenth century and was thickly planted with trees including remnants of Cherry trees. Cherrywood House was built in 1750 by the incoming Church of Ireland clergyman Sir John Lyon. The name of Cherrywood has remained as the townland name.
Street Names	
Grand Parade	The name for the Grand Parade is taken from a parade area feature in the famous Lehaunstown military camp of the late 1790's. This camp was established during Napoleonic times to counter the threat of a French Invasion.

Gun and Drum Hill	This name referred to the location of an earlier military camp occupied by King James II, in 1690 at Lehaunstown which was located on a hilly ridge to the north of Tully Church.
Bishop Street	There is a legend in the Book of Lismore of seven Bishops who set out from Tully/ Tulagh-na-nEaspag (Hillock of the Bishops) to visit St Brigid in Kildare. The Book of Lismore is one of the most important manuscripts of medieval Ireland having been written over 500 years ago.
Cherrywood Avenue	See above.
Barrington Road	John Barrington, a Dublin-based soap and candle manufacturer and Quaker built a home at Brennanstown in 1808 known as Glendruoid House. He leased 70 hectares of land including the Druid's Glen. The Glen was set out as a pleasure ground, and the property had outbuildings to cater for the needs of the family, including extensive stables. The most striking of the features he provided was Barrington's Tower, which was a belvedere tower, built further west along the valley from the house to avail of the striking views. This tower was later incorporated into a private house.
Acton's Way	Charles Acton (1914-1999) was a music critic and campaigner for classical music who worked for the Irish Times and lived in Carrickmines Station for over 30 years.
Castle Street	This name is given to the street which links Lehaunstown Castle (in Lehaunstown Park) to Carrickmines Castle.
Mercer's Road	The Mercer family, tenants of Brennanstown, held the lands at Lehaunstown in the 18th century. The big grave slab on the floor of Tully church was put there by Richard Mercer in the 1790s. It records his daughter's death and leaves room for the rest of the family, but he ran into financial difficulties and left to live in Scotland. The Mercer's lands were chosen as the location of the large military camp - Lehaunstown Camp.
Brigid's Way	This name is considered appropriate because it is a pedestrian route between the Town Centre and Tully Church which is dedicated to St. Brigid.
Beckett	Samuel Beckett the famous author and playwright grew up in Foxrock at Cooldrinagh, Kerrymount Avenue. Although Beckett left Ireland in the 1930's he drew inspiration from familiar places throughout his literary career. Tully church was a favourite place of Beckett and in one of his works Molloy, Moran chose it to be his final resting place, 'It is here that I have my plot in perpetuity. As long as the earth endures that spot is mine, in theory. Sometimes I went and looked at my grave. The stone was up already [right top]'

Other possible place names not in use to-date but suitable for use in future developments:

**Bolton** – The occupier of Priorsland in the early 19th century, and the owner of the land at Lehaunstown and Brennanstown was Lyndon Bolton. The family was involved in the area for a significant period.

Lyndon – see above

Galvin – Sir John Galvin's family owned land at Cherrywood and Lehaunstown.



Grehan – The family that farmed the Lehaunstown area in the 19th and early 20th century. There are two ancient crosses at Tully. The finest, which is a Celtic cross, is situated on Lehaunstown Lane and was re-sited in 1897 on a dramatically-located, high stone plinth. A plaque on its plinth records: 'Inscribed by his friends to the memory of James Grehan who saved this Celtic Cross.'

Portal – This is another term to describe a dolmen and may be suitable as there is much use already of the word Druid.

Harcourt – This refers to the Harcourt Street Railway Line.

Dargan - William Dargan was the builder of the Harcourt Street Railway Line.

Brunel - Isambard Kingdom Brunel was the chief engineer of the Dublin Wicklow Railway.

**Mooney** – The Mooney family farmed at Carrickmines until the M50 motorway development. They were also farming the same land in the 1790s when the Lehaunstown Camp was there, and some militiamen were hanged for an attack on the Mooney family. Such a long presence might be worth recognition.

Hinchoge – This was a house of great character that was demolished for the M50 motorway. It was on the site of the slip road leading from the Carrickmines junction onto the southbound carriageway of the M50. The house was Georgian in character, but quite possibly had 17th century fabric in it.

Grimshaw – In honour of the Registrar-General, T W Grimshaw, who lived at Priorsland.

Beechgrove – See Domville above.

Owen **Bray's** – See Domville above.

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