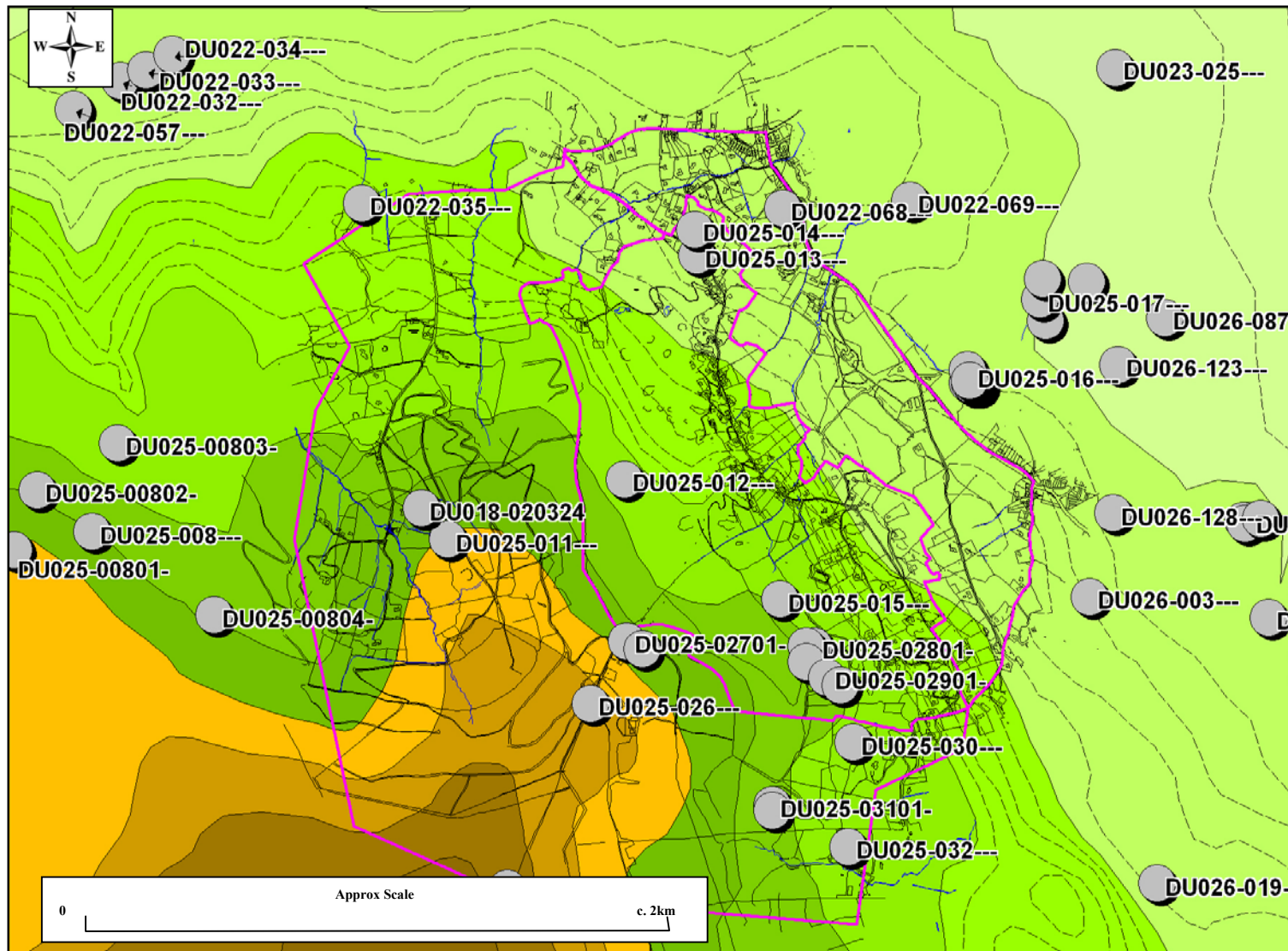


**Historic Landscape Character
Assessment**

Barnacullia

Part 6: Archaeology



Map 6.1. Archaeological Sites

Record of Monuments and Places (Sites Within Study Area)	
RMP Number	Classification
025-012	Enclosure
025-013	Well
025-014	Enclosure
025-015	Enclosure
025-028	Enclosure and Ringforts
025-029	Enclosure and Ringfort

Record of Monuments and Places (Sites Immediately Adjacent to Study Area)	
RMP Number	Classification
022-035	Holy well
022-068 025-010	Dwelling and Barn (both on map as 022-068)
025-011	Ringfort
025-025	Passage Tomb
025-026	Enclosure
025-027	Enclosures
025-028	Enclosure and Ringforts
025-029	Enclosure and Ringfort
025-030	Ringfort
025-031	Ringfort and Hut Site
025-032	Enclosure
026-003	Holy Well

Archaeological Sites

While the surrounding landscape displays an abundance of archaeological sites, the area enclosed within the study area contains no major sites of archaeological significance.

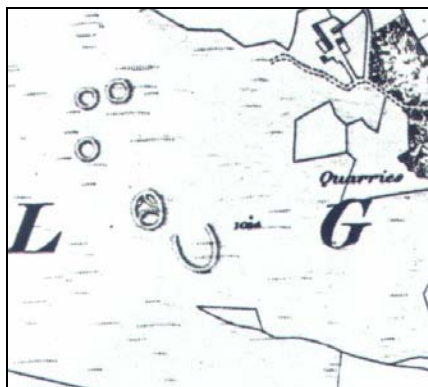
Enclosures and Ringforts

The study area contains a number of ringforts and enclosures of probable Early Medieval origins. This area has been extensively forested and due to disturbance it is now difficult to distinguish the archaeological sites from the surrounding terrain.

Access to the enclosure 025-014 was not possible but a slight rise in the ground can be noted from the roadway. This site is not evident in the early maps of the Barnacullia area



Possible Enclosure Site



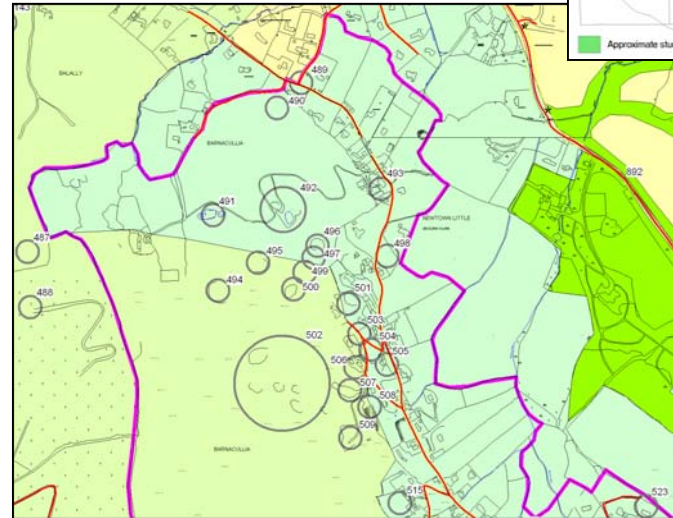
Map 6.2. Enclosures and Ringforts Prior to Afforestation (1830s OS Map)

Well

There is no indication, or any local knowledge of a well of archaeological significance.

Industrial Archaeology

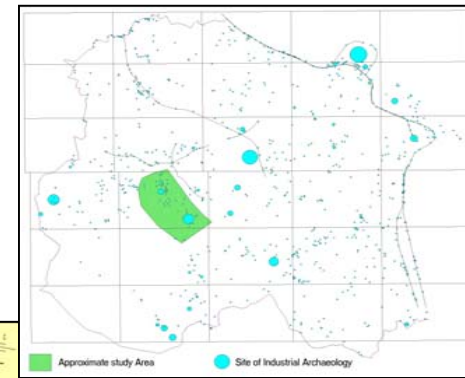
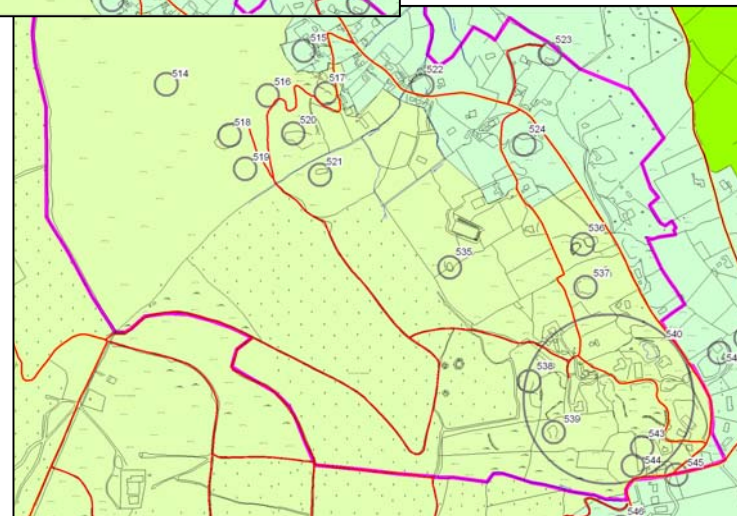
While undertaking this investigation of Barnacullia a range of industrial archaeology was noted throughout the study area. The location of all industrial archaeology in Dun Laoghaire Rathdown has been identified by the recent map-based investigation illustrated in Maps 6.3.. along with maps 6.4. & 6.5. this demonstrates the density of quarrying in the study area. A full and detailed follow-up of industrial archaeology both modern and ancient would be worthwhile in Barnacullia and surrounding areas.



(Above) Map 6.3. Map of Industrial Archaeology in Dun Laoghaire-Rathdown

(Left) Map 6.4. Industrial Archaeology in Northern portion of study area

(Below) Map 6.5. Industrial Archaeology in southern Portion of Study Area



Index of Industrial Archaeology in Study area			
489	Sign post	514	Quarry
490	Quarry	515	Quarries
491	Quarry	516	Quarry
492	Quarry	517	Quarry
493	Quarry	518	Quarry
494	Quarry	519	Quarry
495	Quarry	520	Quarry
496	Pit	521	Quarry
497	Forge	522	Quarry
498	Quarries	523	Quarry
499	Forge	524	Quarry
500	Quarry	535	Quarry
501	Quarry	536	Quarries
502	Quarries	537	Quarry
503	Quarry	538	Quarries
504	Quarry	539	Quarry
505	Quarry	540	Quarries
506	Quarry	543	Quarry
507	Quarry	544	Quarries
508	Forge	545	Signpost
509	Quarry		

Pale Ditch

Landscape examination, consideration of present and historical maps, and discussion with local historians suggests that Glovers Lane, Right-of-Way (outlined in Section 7 - Page 35) may have formed a portion of the historic Pale Ditch which surrounded Dublin. Archaeological investigation would be necessary to examine this feature further.

Summary

There are a number of archaeological monuments in the Barnacullia area but because of afforestation these have only a minimum impact on the character of the area.

These form part of an extensive archaeological group that is distributed along an approximate north-south axis along the Dublin Mountains.

These monuments offer visual signals that highlight early medieval settlement in the area.

There is a broad range of industrial archaeology in the study area, illustrating the importance of quarrying in Barnacullia.

**Historic Landscape Character
Assessment**

Barnacullia

**Part 7 Morphology and
Streetscapes**

Overall Summary of Morphology and Streetscapes

Morphology

The morphology of the Barnacullia settlement consists primarily of a linear development of dwellings that flank the Ballyedmonduff / Barnacullia Road Axis and to a lesser extent a number of smaller service roads. These dwellings and a small number of industrial workshops are distributed along the axes, in a dispersed and irregular fashion.

Streetscape

The streetscape of the Barnacullia roadways is decidedly rural and consists of narrow carriage ways with little if any grass margins and no footpaths. The road boundaries vary throughout the area and consist of a mixture of low masonry walling, wooden fencing, low ditches, and hedgerows. The area contains little in the way of street furniture.

Historic Development

One of the clearest means of investigating landscape continuity is to compare and contrast maps from various periods.

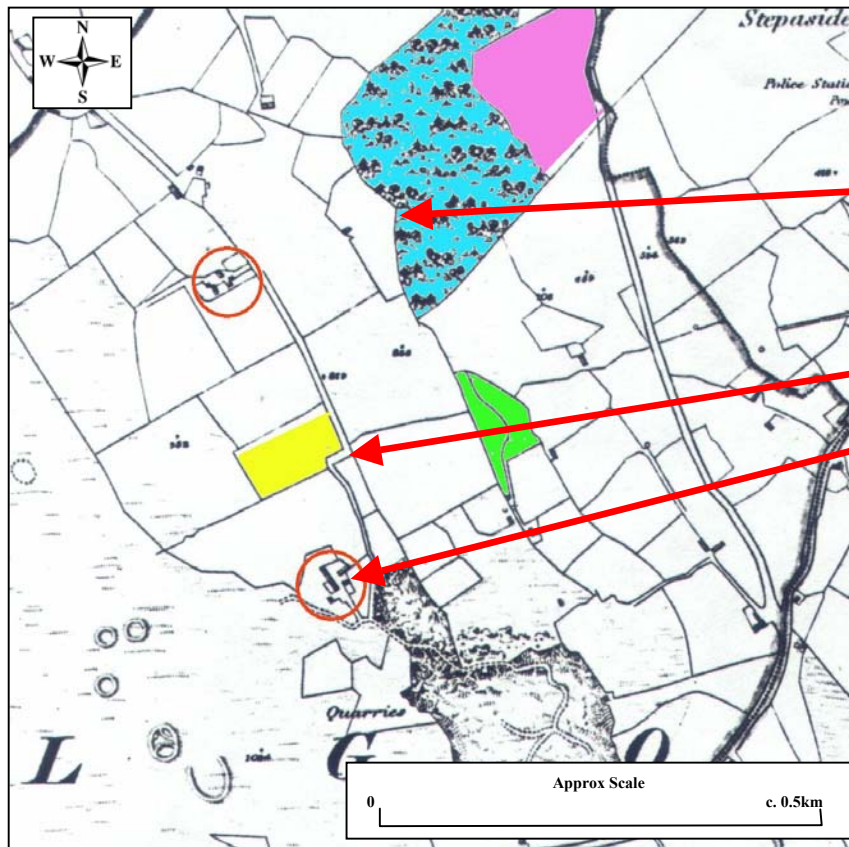
The following sequence of maps summarise some of the key features of landscape evolution at Barnacullia, primarily using 1837 first edition six inch maps, compared with present day mapping of the same areas. The sharp colouring of the sets of maps does not analyse each case in detail, it simply acts as a guide, illustrating some of the clearest features in evidence.

Summary

The landscape in the Barnacullia study area displays much evidence of continuity over a period of almost 170 years.

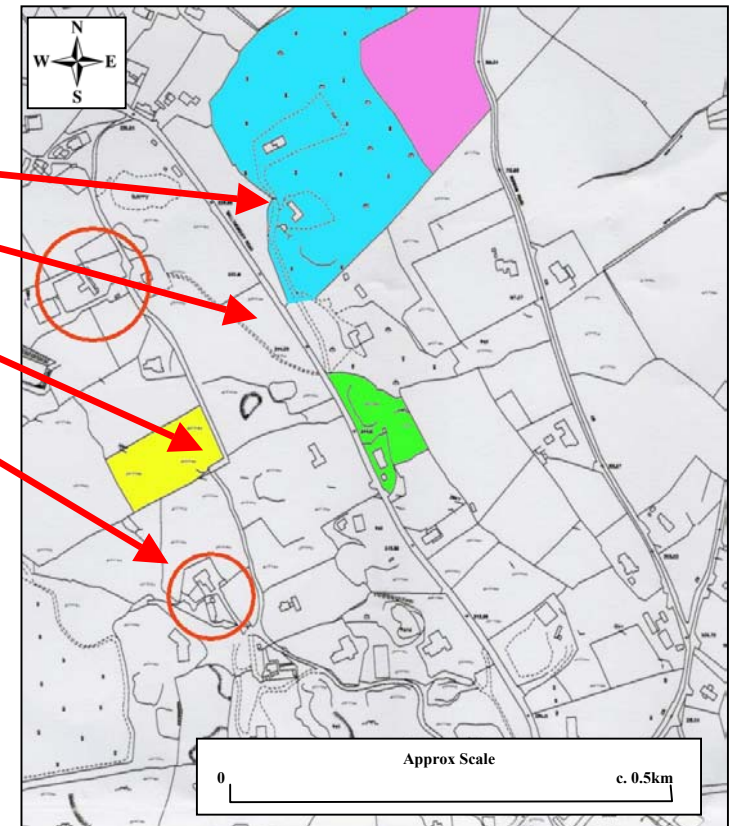
There are two main trends of change in evidence. The first is a structural change - the development of the Barnacullia / Ballyedmonduff road, and subsequent down-grading of Carthy's Green. The second is the in-filling of settlement along this central artery, which is evident in the open nature of the 1837 maps and subsequent crowding of the present-day maps.

Historic Evolution in Region of Carthy's Green



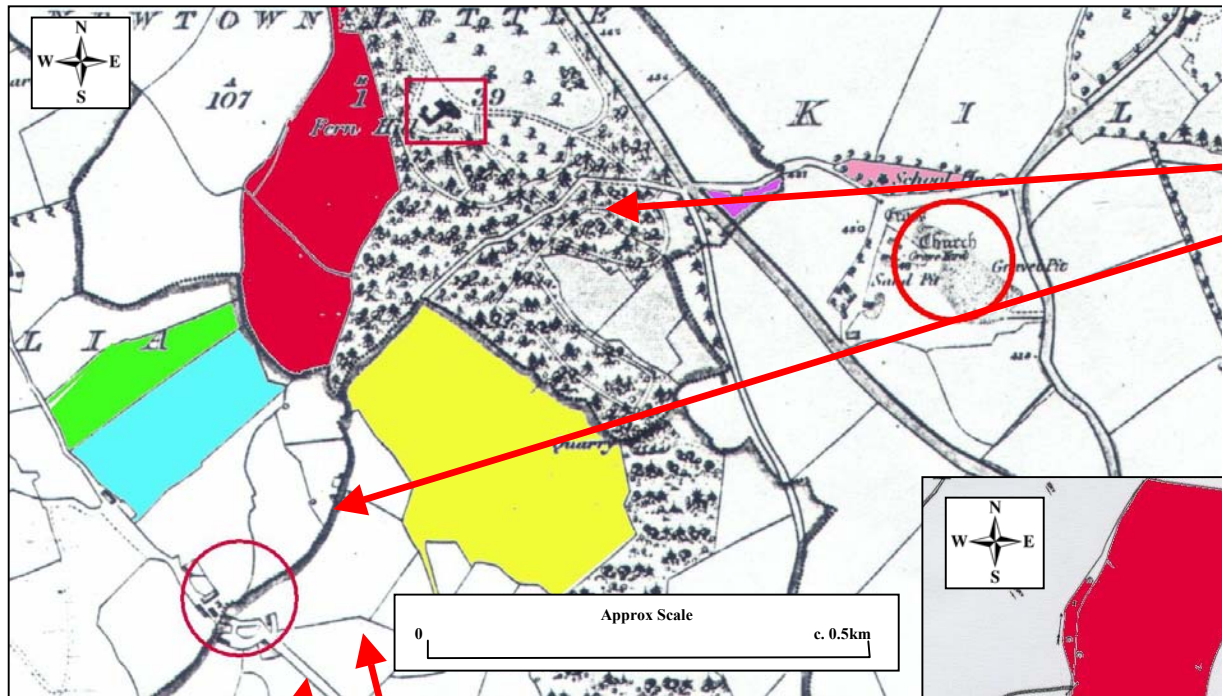
Map 7.1. Carthy's Green Area 1837

Property Boundary Survival
Insertion of new road - now main routeway through Barnacullia
Survival of older roadway now reduced in importance
Survival of older housing stock



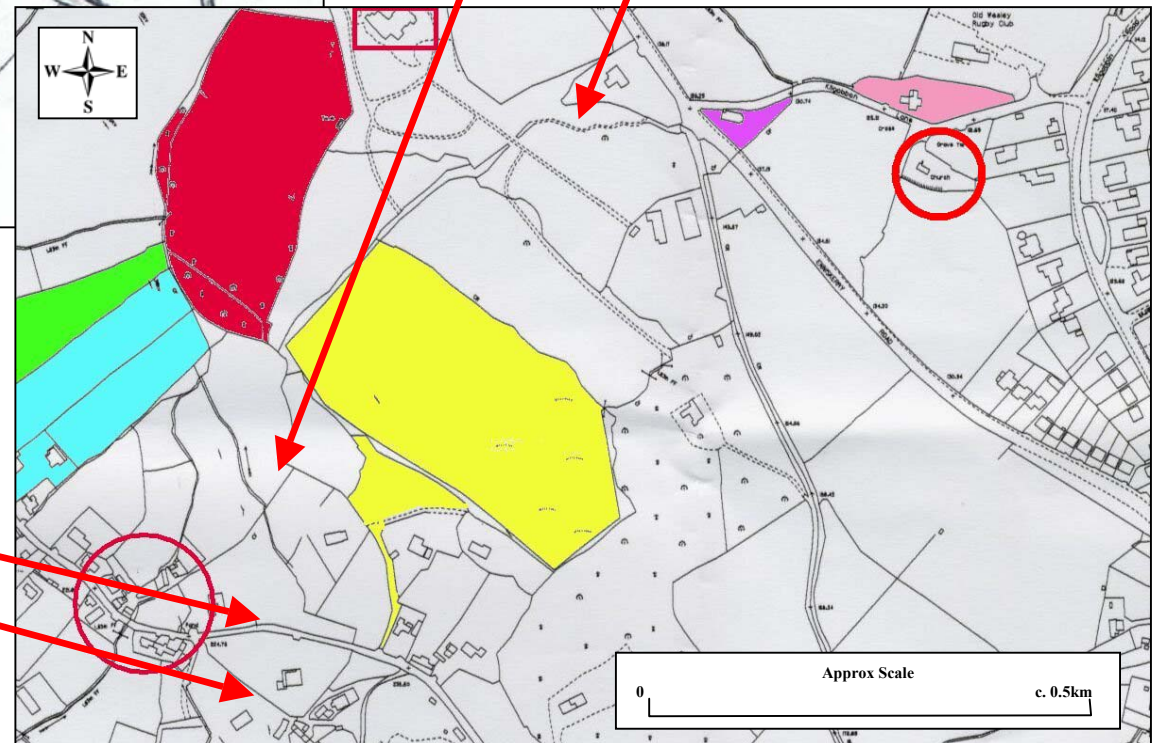
Map 7.2. Carthy's Green Area Present Day

Historic Evolution in Region of Northern Walkway



Map 7.3. Northern Walkway 1837

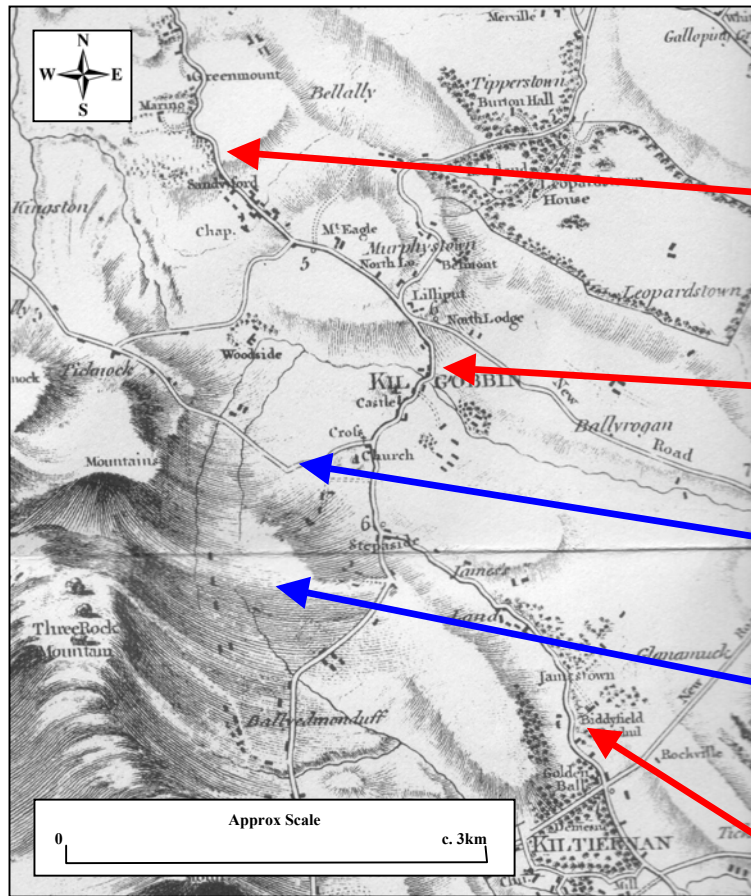
Change from 1837 routeway to present day boundary
Change from boundary in 1837 to road in present day



Map 7.4. Northern Walkway Present Day

Survival of Walkway / Boundary

Continuity / Change 1816-2000



Map 7.5. Barnacullia Region 1816

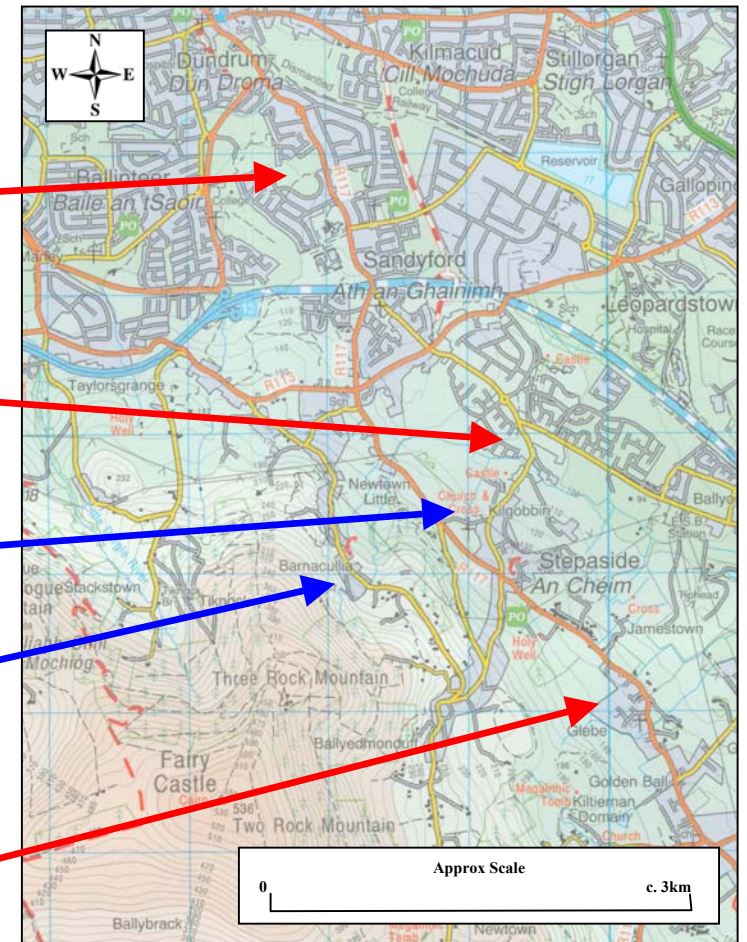
Continuity in Roadways

Continuity in Roadways

Discontinuity

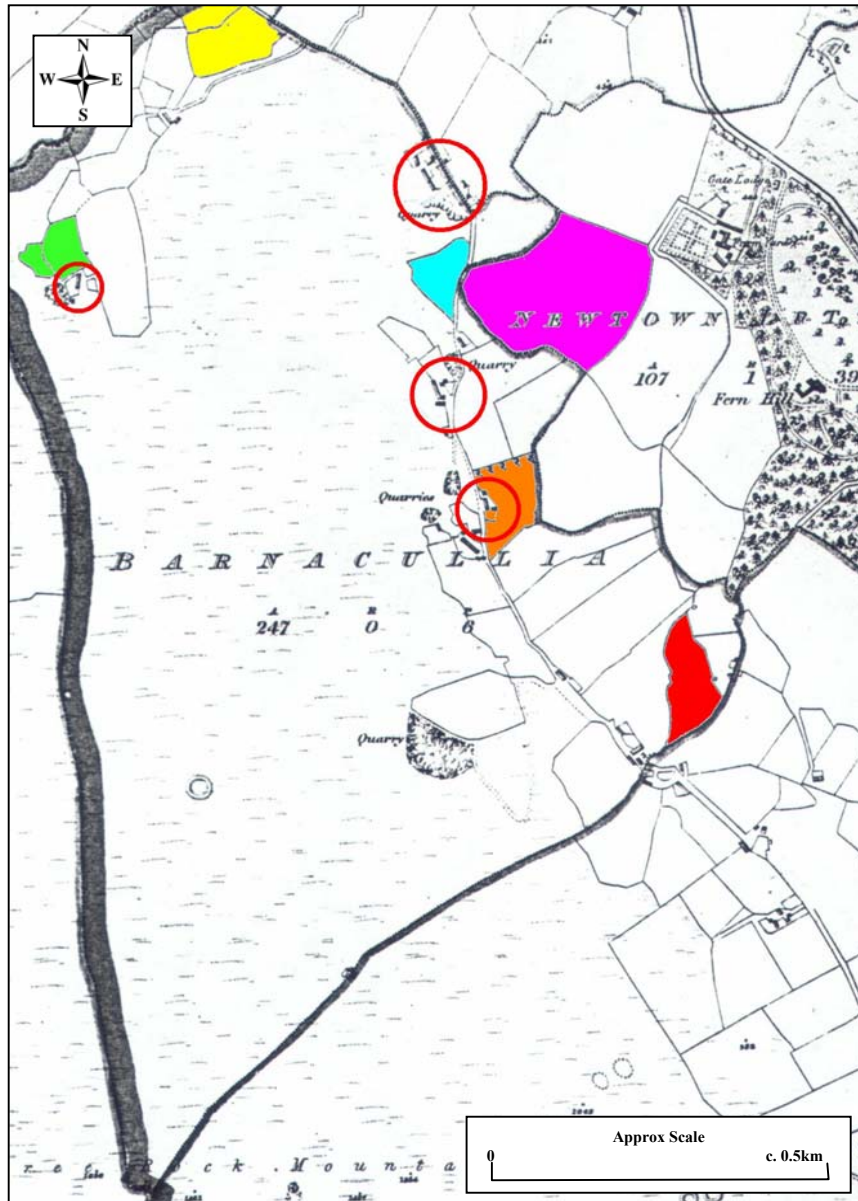
Change

Continuity in Roadways



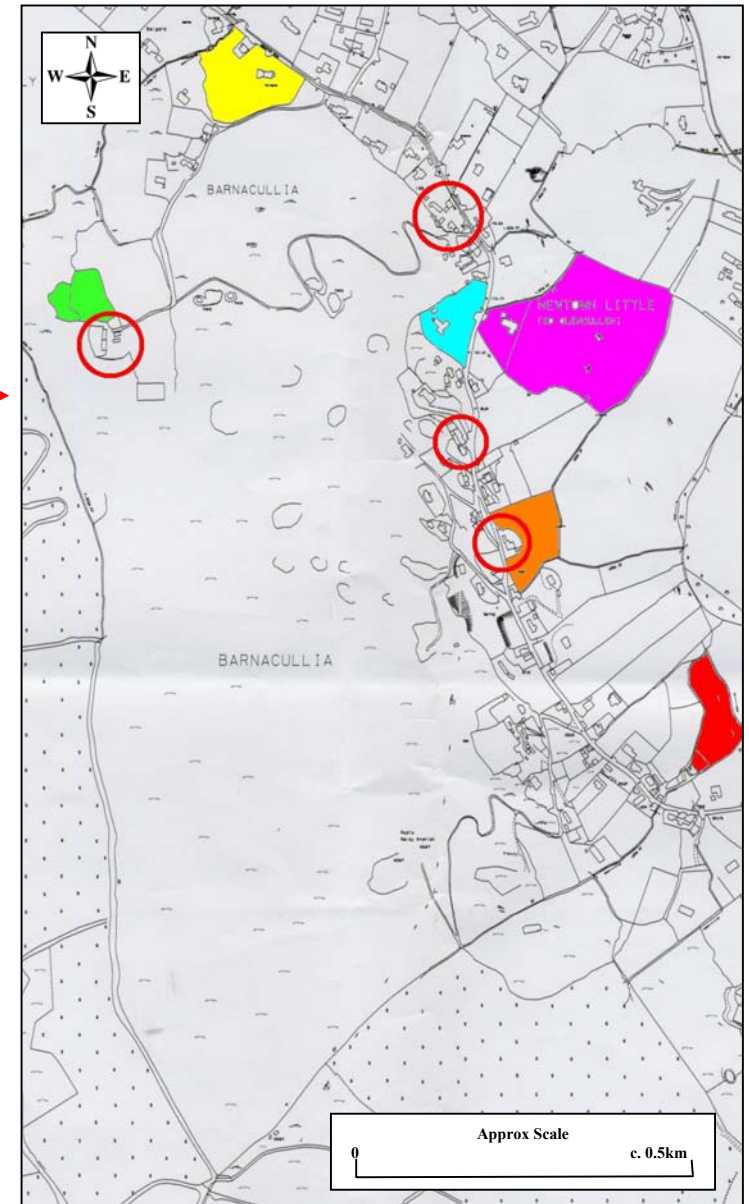
Map 7.6. Barnacullia Region c. 2000

Historic Evolution in Region of Barnacullia Townland

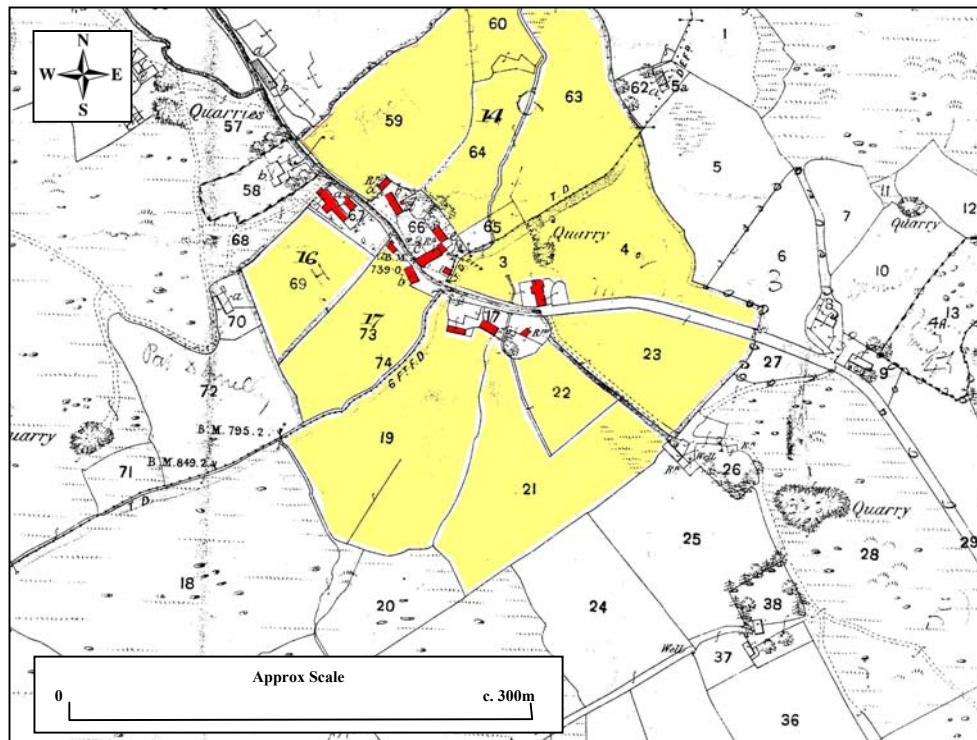


Map 7.7. Barnacullia Townland – 1837

Strong continuity of boundaries and field patterns, and survival of traditional settlement cores from 1837 to the present day.



Map 7.8. Barnacullia Townland – Present Day



Map 7.9. Possible Clachan Barnacullia Area 1860s

Settlement Origins

The settlement at Barnacullia as it exists, has its origins in the nineteenth century and seems to have been initially focussed on the small cluster of cottages that lie around the junction of Barnacullia Road and the pedestrian pathway. This initial core is now barely discernable due to subsequent development along the Barnacullia Road Axis. But examination of earlier maps (see Map 7.9.) suggests that this may in fact be a Clachan

Possible Clachan

A Clachan is a characteristic settlement feature of the Irish historical landscape. This type of settlement consisted of a cluster of small cottages and outbuildings tightly and haphazardly arranged around one another, but having no formal layout or services. Around these buildings were located a number of fields which were used primarily for arable purposes (see shading in map 7.9.), with more distant land/fields being used for grazing. The clachan type cluster emerged from Rundale type farming practices of the eighteenth and early nineteenth century, characteristically on marginal lands.

A number of Clachans have been identified in nearby Glencullen, and it would appear that this historical form is evident in the historic core of the Barnacullia area, as can be seen in this map.

Morphology

The Morphology of Barnacullia consists of the main physical elements of the settlement area including: the road layout, grain, plot patterns, massing, and streetscapes. The settlement pattern takes the form of an extended line of dispersed housing laid out along a winding linear road from which a number residential cul-de-sacs extend. The roadway is lined, on both sides, with a range of domestic cottages, houses and bungalows, as well as a number of small-scale industrial buildings.

Barnacullia possesses no infrastructural services with the exception of a single pub. Consultation with older local residents reveals that within living memory a small shop did exist in the historic core area illustrated in map 7.9.

The form of dispersed nineteenth century proto-urban development evident in Barnacullia is an unusual feature of contemporary Irish settlement patterns, more so that it now lies at the interface of the approaching suburban development.

Streetscapes

Approach Roads

There is no formally defined gateway from any direction to the settlement area. The winding tarmac approach roads are narrow and serve a range of low-density suburban type dwellings.

The roads generally have very shallow margins and are defined through a mixture of boundaries, including stone walling, dense hedgerows and trees.



Burrows Road, Buffer Zone.



Stepaside Road, Buffer Zone.

Summary

The approach roads to the Barnacullia area are rural in character with winding narrow carriageways, edged by a mixture of hedgerows, trees, stone walling, as well as narrow grass margins

Ballyedmonduff / Barnacullia Road Axis

The settlement road and cul-de-sacs are essentially the same as the approach roads and consists primarily of gently winding narrow carriageways, flanked, in places, by shallow grass margins. These narrow roadways accentuate the rural character and atmosphere of the settlement node.



Ballyedmonduff / Barnacullia Road Axis



Ballyedmonduff / Barnacullia Road Axis

Carthy's Green

As demonstrated in earlier maps, Carthy's Green was the original north-south axis in the study area. This has now been replaced by the Ballyedmonduff / Barnacullia Road axis.

Carthy's Green consists of a long narrow cul-de-sac that opens off the main Ballyedmonduff Axis, runs almost parallel to, and then returns to the main axis. The middle section of the road is now blocked off except for a pedestrian passage, although the boundary wall of the original roadway still exists.

Like the main axis, the gently winding narrow carriageway has narrow margins and is flanked by stone walling, hedgerows and fencing. Here again, the narrow roadways accentuate the rural character and atmosphere of the settlement node.



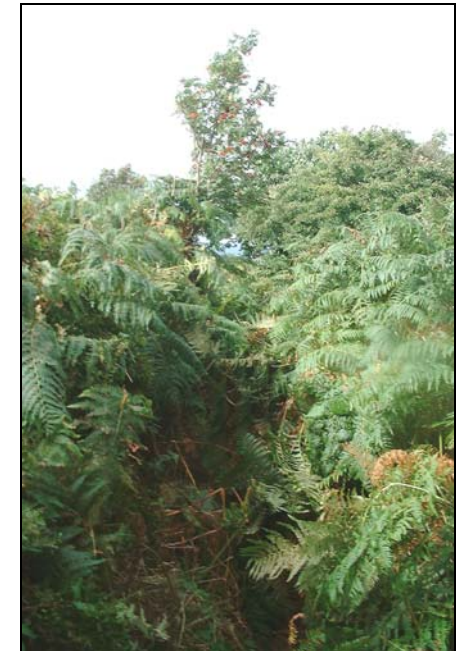
Carthy's Green



Carthy's Green



Carthy's Green (unpaved)



Carthy's Green, (Overgrown Section)

Cul-de-Sacs

The study area contains two shorter cul-de-sacs similar in form and character to Carthy's Green, with narrow carriageways, narrow margins, and a range of boundaries including hedgerows, stone walling, and fencing. These provide access to a small range of houses and workshops.



Cul-de-Sac



Cul-de-Sac



Cul-de-Sac

Summary

The Barnacullia settlement roads and cul-de-sacs are narrow and consist of tarmac carriageways with narrow grass margins and mixed boundaries. These elements emphasise the spatially rural aspect and atmosphere.