

Appendix A15.5
Archaeological
Monitoring Report



De Faoite Archaeology

Unit 10
Riverside Business Centre
Tinahely
Co. Wicklow



GROUND INVESTIGATIONS IRELAND

Archaeological Monitoring Report

BUS CONNECTS

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

Route 5

Blanchardstown to City Centre Core Bus Corridor.

Licence 21E0053

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Abstract

This report concerns the results of an archaeological monitoring under Licence 21E0053 carried out for Ground Investigations Ireland in conjunction with the BusConnects Dublin Project which is a major investment programme to improve public transport in the city. This report concerns Route 5 only which is the route from Blanchardstown to the City Centre.

Ground Investigations (GI) are the first phase of works to be carried out. The project is at the design stage at the moment and there will be changes to the route as that process continues and after the GI works are completed.

In order to protect the archaeological heritage, four GI investigations were identified as being in areas of archaeological potential 1-4 based on their location in terms of Recorded Monument Sites and townland boundaries which may preserve much earlier land divisions. The Tolka River is an ancient boundary as detailed in the archaeological and historical background section of this report. Of the four trial pits to be monitored two were cancelled; R5-TP03 and 04 which left R5-TP05 and 06 to be monitored.

Monitoring of the trial pits R5-TP05 and 06 confirmed that the original ground level may have been reduced during construction works associated with the adjacent roadways.

As the locations of R5-TP03 and 04 which are located within Areas of Archaeological Potential 1 and 2 were not excavated it is not possible to determine the ground conditions which may provide information on the degree of disturbance and the likelihood of encountering archaeology. This area is however an area of high archaeological potential given their location in proximity to the Tolka River which is an ancient boundary as detailed in the archaeological and historical background section of this report.

Given the size of the trial pits it is not possible to confirm the presence or absence of archaeological material and so further archaeological mitigation will be required when the construction scenario including any drainage etc and design has been finalized.

1 Introduction

This Archaeological Monitoring report has been prepared by De Faoite Archaeology on behalf of Ground Investigations Ireland (GII) for BusConnects Dublin Route 5 Ballymun to the City Centre (Figure 1-3). An impact assessment report was completed for this route in December 2020 and this report contains the results of this assessment which is updated with the monitoring results of the ground investigation (GI) works.

BusConnects is the National Transport Authority's programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridors along 16 different routes in the city (Figures 1 and 2).

This report details the results of ground investigation (GI) works along Route 5 the Blanchardstown to City Centre Core Bus Corridor (CBC) which commences on the north side of the South Blanchardstown Road junction with the N3. The CBC proceeds on the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Centre the CBC is routed onto the N3 Navan Road via the Snugborough Road junction, and follows the N3 and Navan Road as far as the junction with the Old Cabra Road. From here the CBC is routed along Old Cabra Road, Prussia Street and Manor Street to the junction with North Brunswick Street. The CBC is then routed via Blackhall Place as far as the junction with Ellis Quay and Arran Quay, where it will join the existing traffic management regime on the North Quays.

The project is in the design phase at the moment and there will be changes to the route as that process continues and after the GI works are completed. There are no GI works along large sections of the project as the ground disturbance will be minimal given the routes will be along modified existing roads. The most intrusive works will be at the locations of the GI works which comprise 19 investigation holes (Figures 3-13).

This phase of works involved the excavation of boreholes and trial pits through the ground surface to identify the location of any existing services and establish the ground conditions. These excavations had the potential to uncover stray finds or previously unrecorded archaeological features.

Given the results of the desk-based assessment it was recommended that in total four GI locations were monitored under archaeological licence as four areas of archaeological potential were identified. This report describes the results of monitoring the GI works. It also describes the existing environment within the location of the GI works in terms of its archaeological, architectural and cultural heritage setting and recommends an appropriate archaeological mitigation strategy for the project.

2 Route 5 Description

BusConnects is the National Transport Authority's programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridors. Overall, there are 16 routes and this report only concerns Route 5 (Figure 1-13).

Route 5 The Blanchardstown to City Centre Core Bus Corridor (CBC) which commences on the north side of the South Blanchardstown Road junction with the N3. The CBC proceeds on the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Centre the CBC is routed onto the N3 Navan Road via the Snugborough Road junction, and follows the N3 and Navan Road as far

as the junction with the Old Cabra Road. From here the CBC is routed along Old Cabra Road, Prussia Street and Manor Street to the junction with North Brunswick Street. The CBC is then routed via Blackhall Place as far as the junction with Ellis Quay and Arran Quay, where it will join the existing traffic management regime on the North Quays. This report is focused on the area of GI works which comprises the excavation of 19 exploratory holes comprising 1 Cable Percussive Bore Hole, 9 Boreholes and 9 Test Pits (Figure 2).

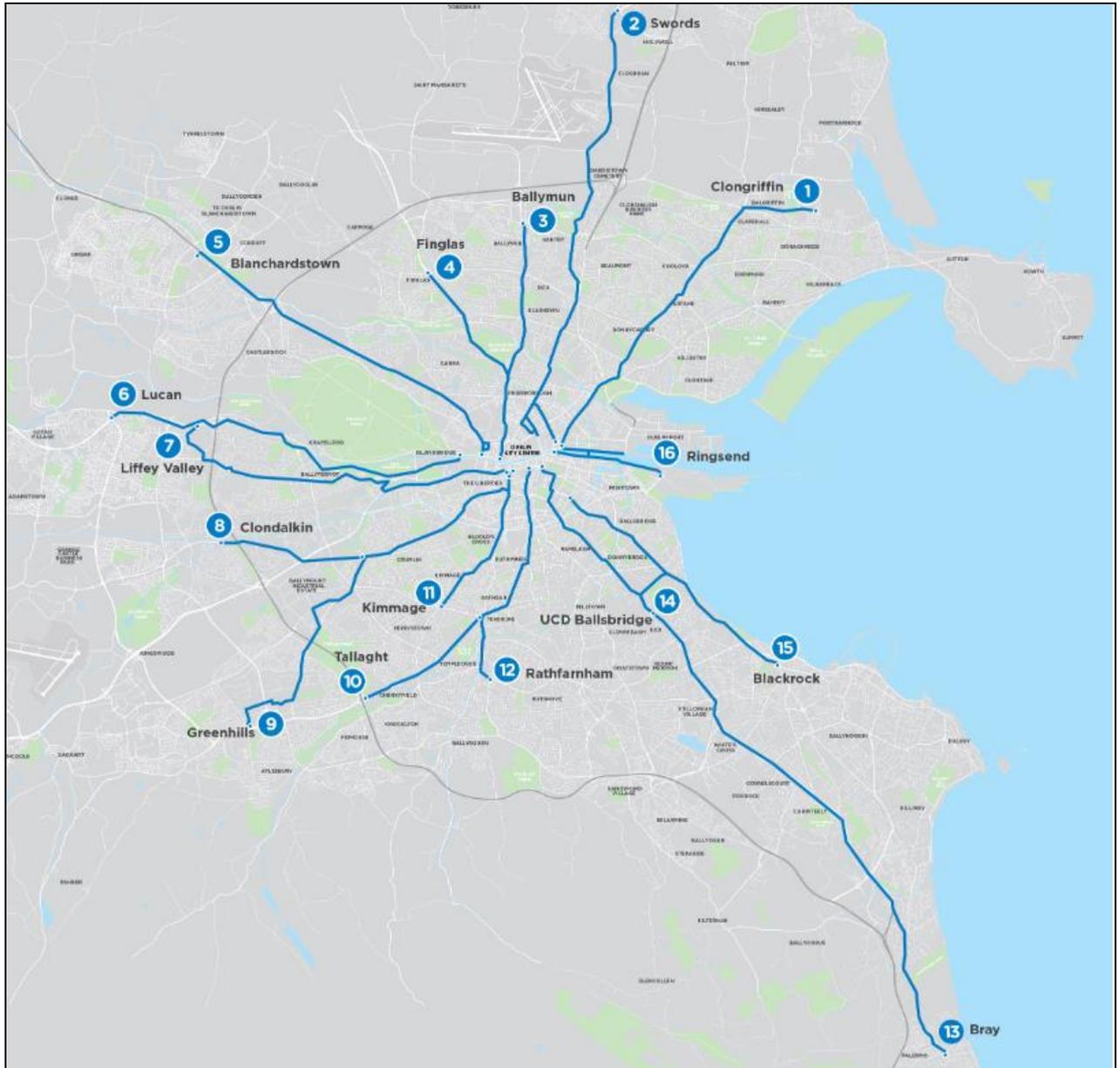


Figure 1: Bus Connects all 16 routes.

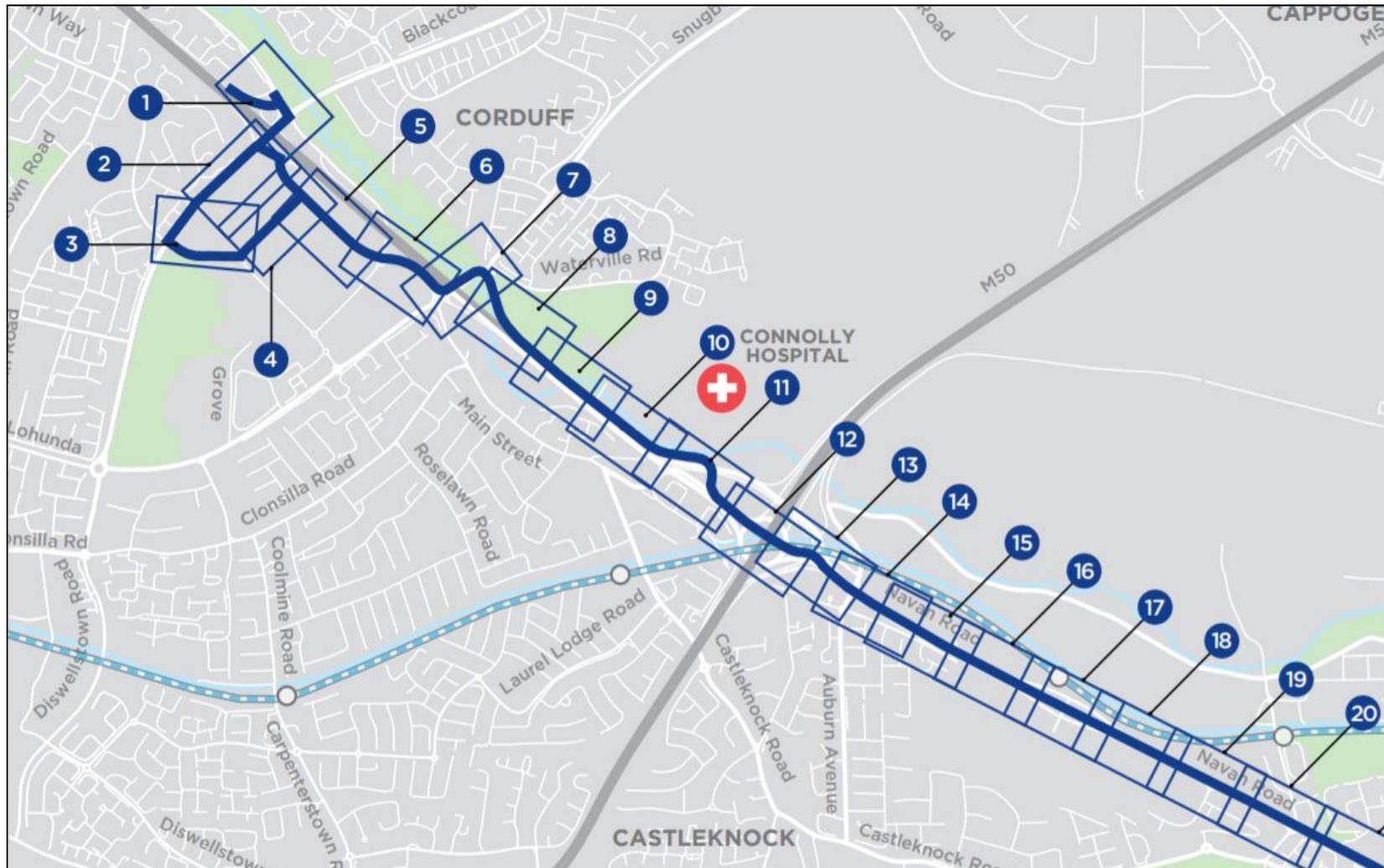


Figure 2: Route 5 Ballymun to City Centre GI works will take place at locations on map 4,5,6,8,9,10,11,12,14 and 17.

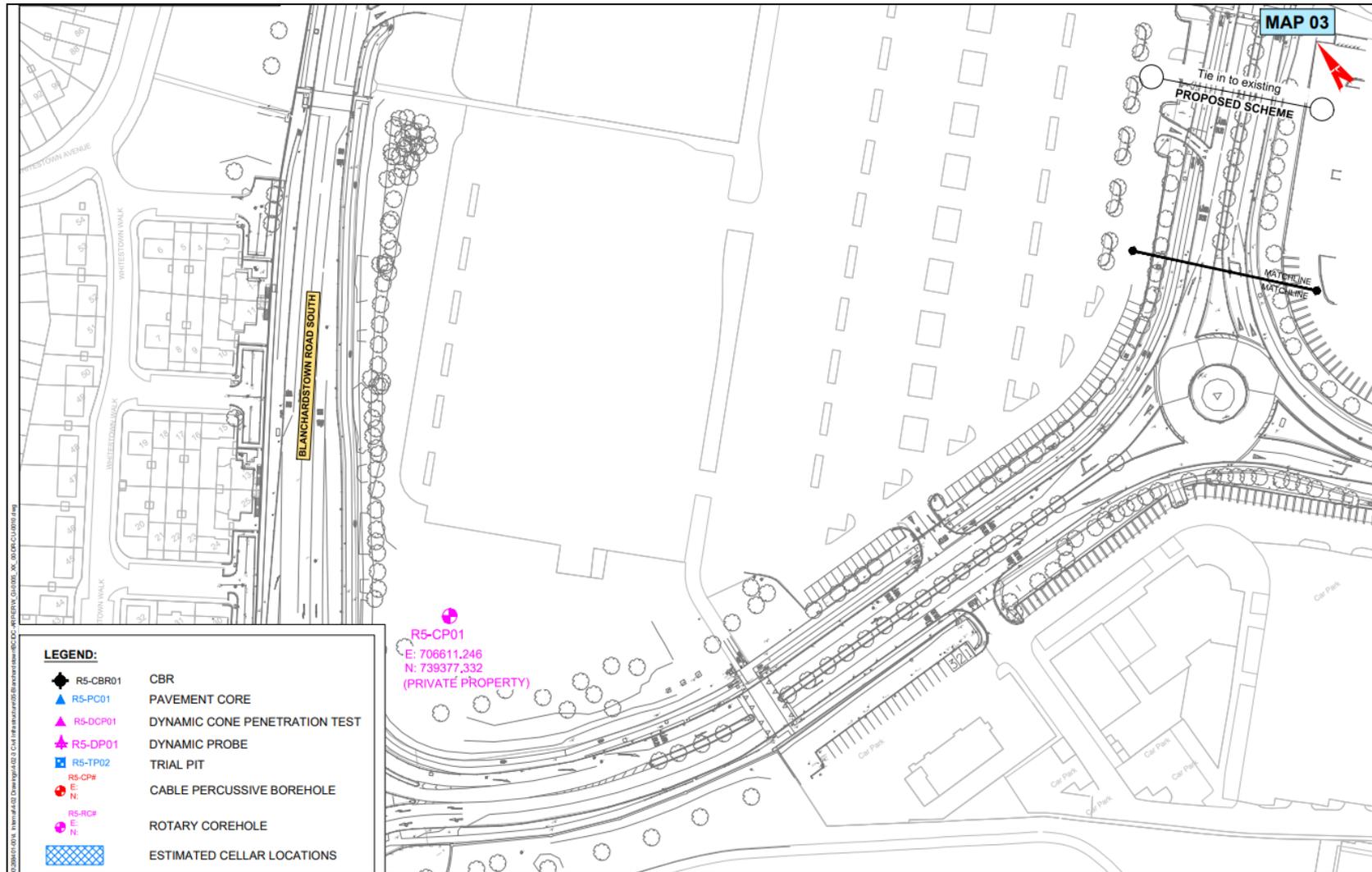


Figure 3: Route 5 GI works extract from map 4.

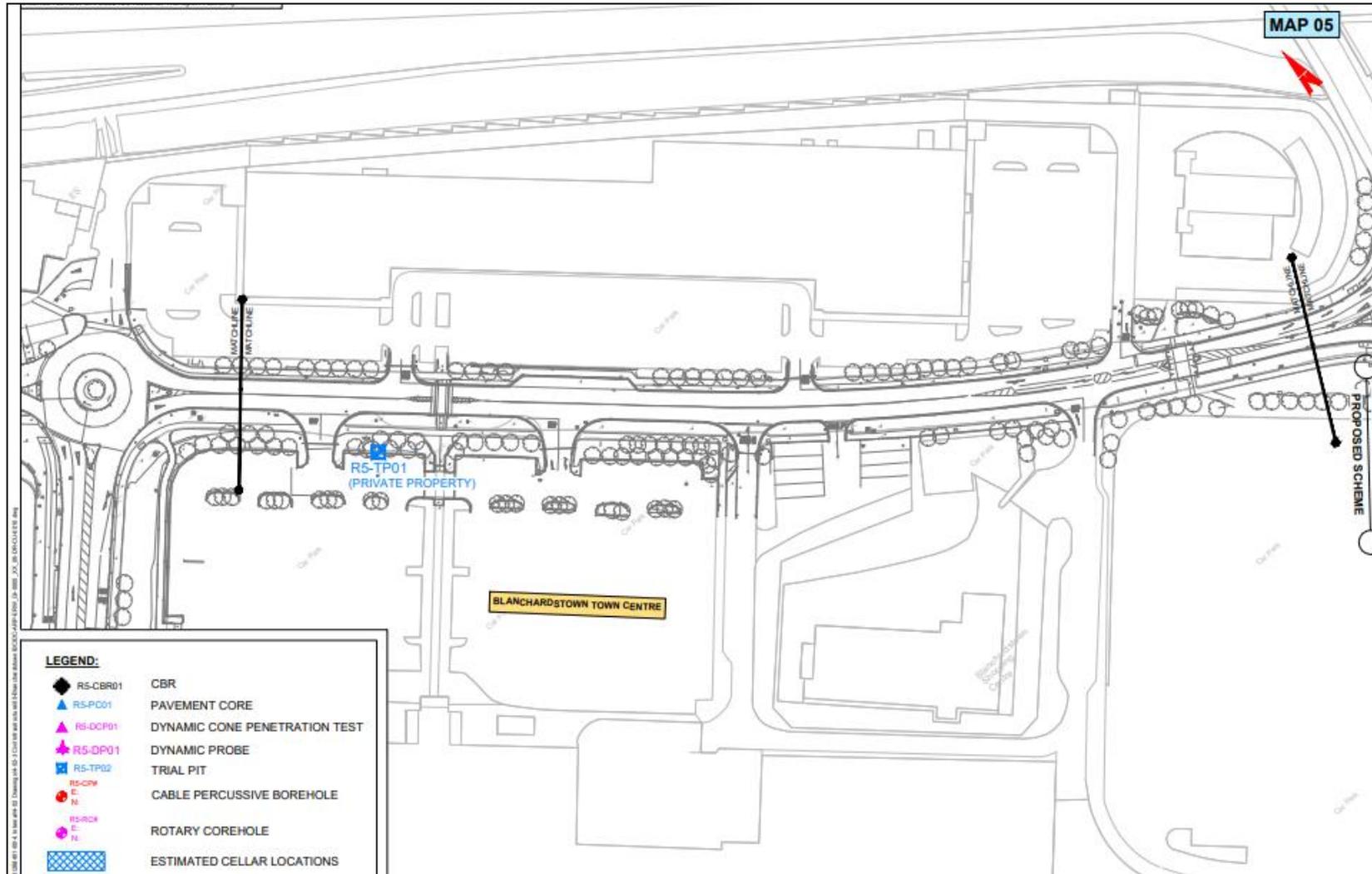


Figure 4: Route 5 GI works extract from map 5.

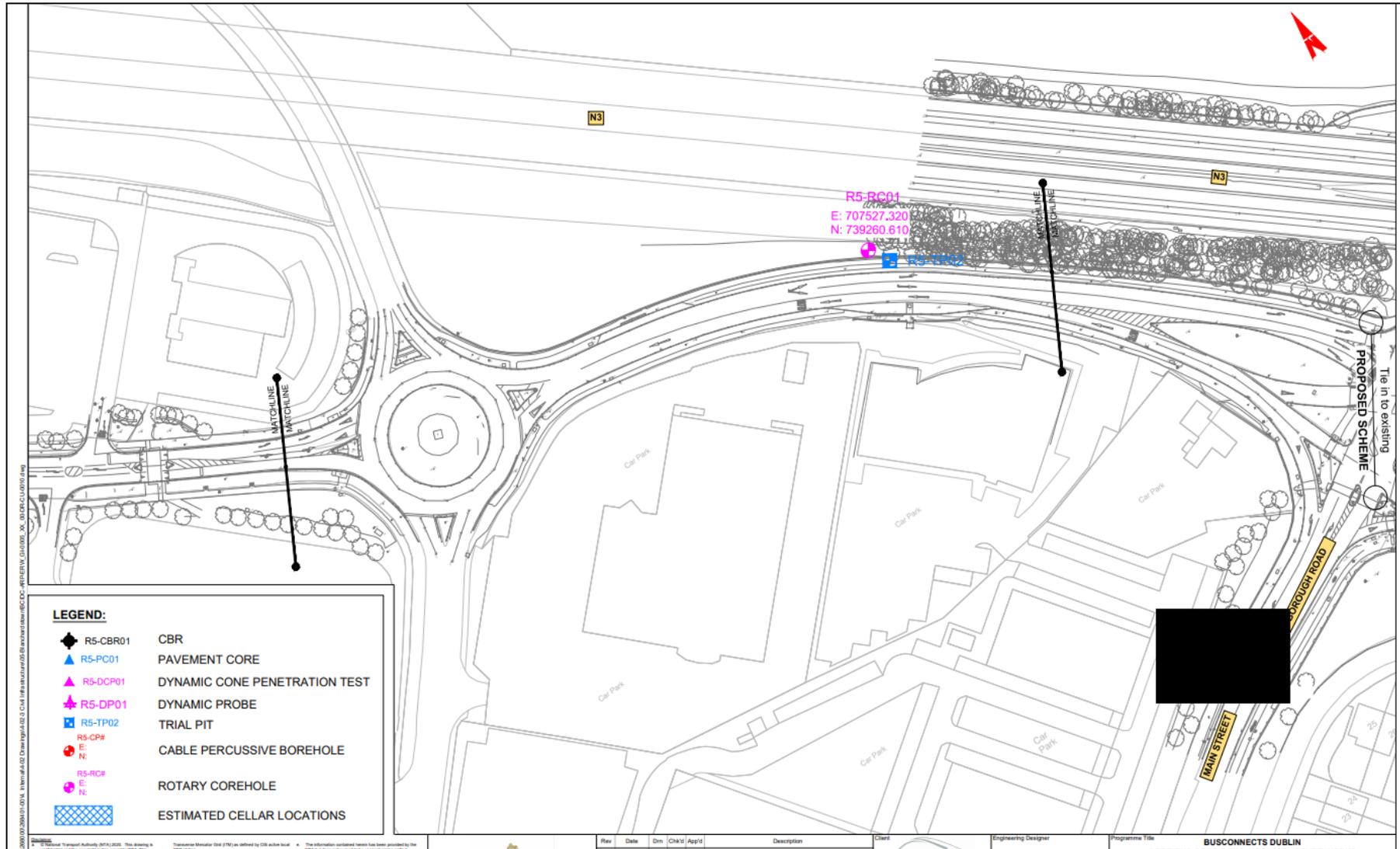


Figure 5: Route 5 GI works extract from map 6.

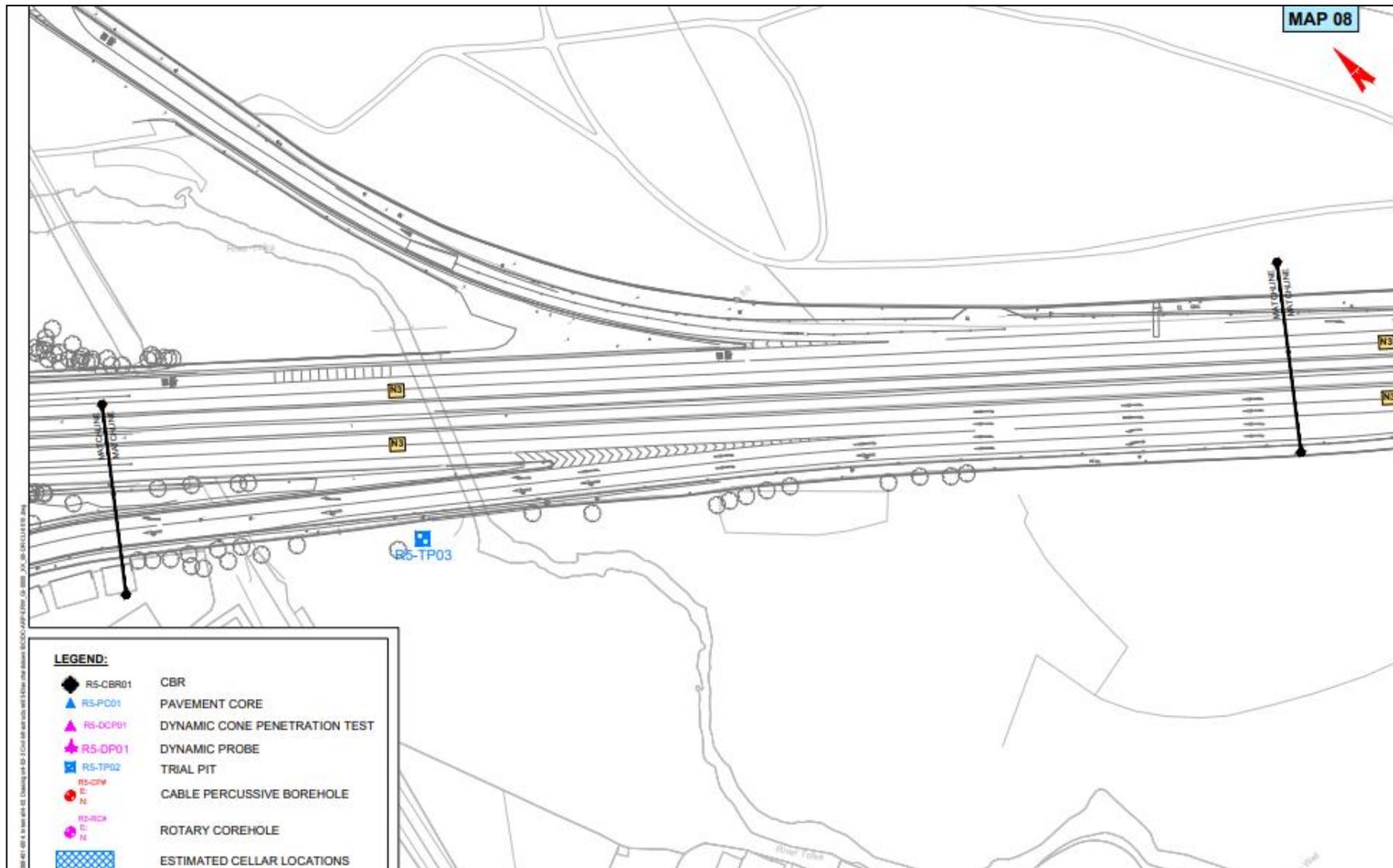


Figure 6: Route 5 GI works extract from map 8.

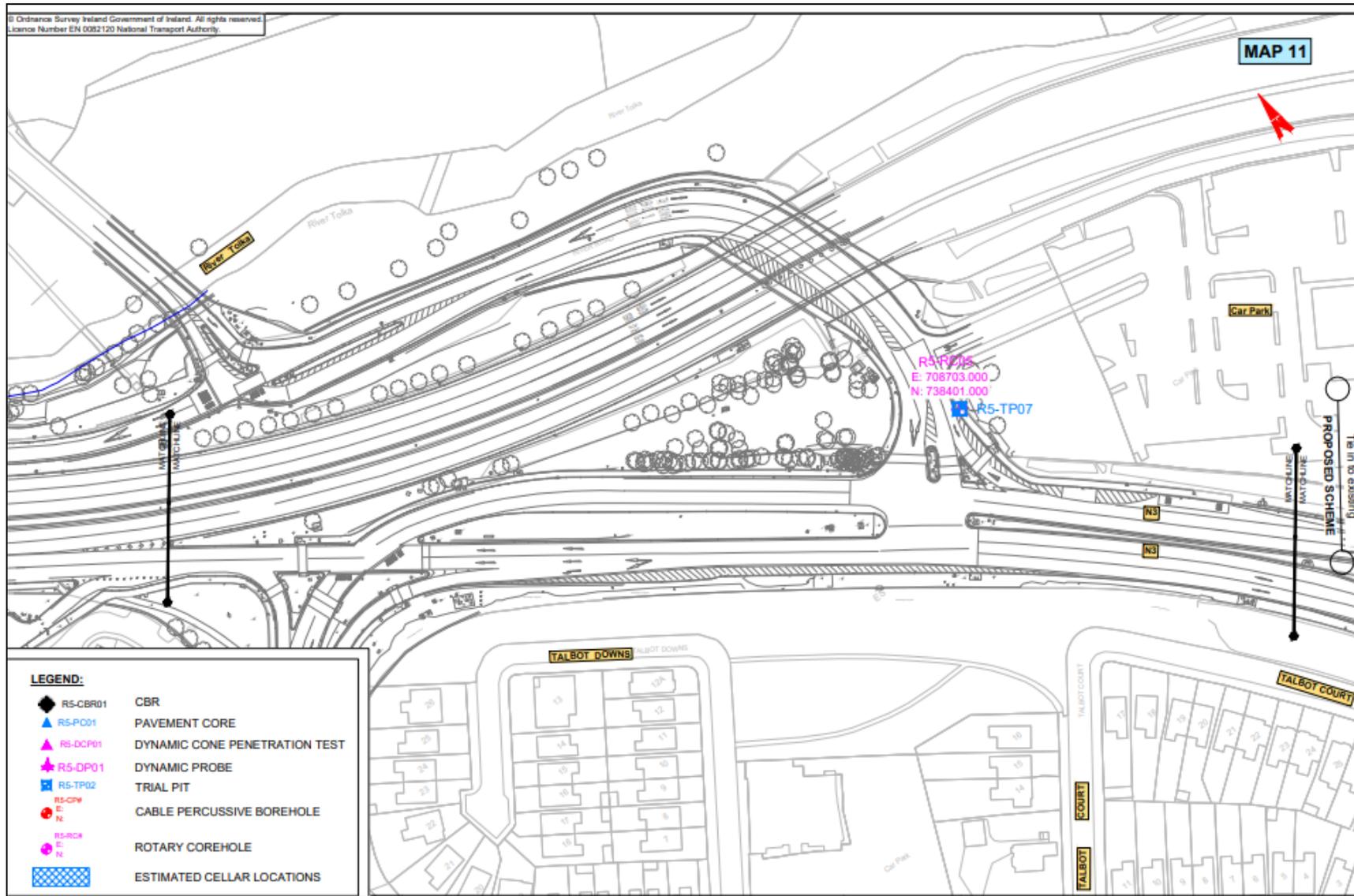


Figure 9: Route 5 GI works extract from map 11.

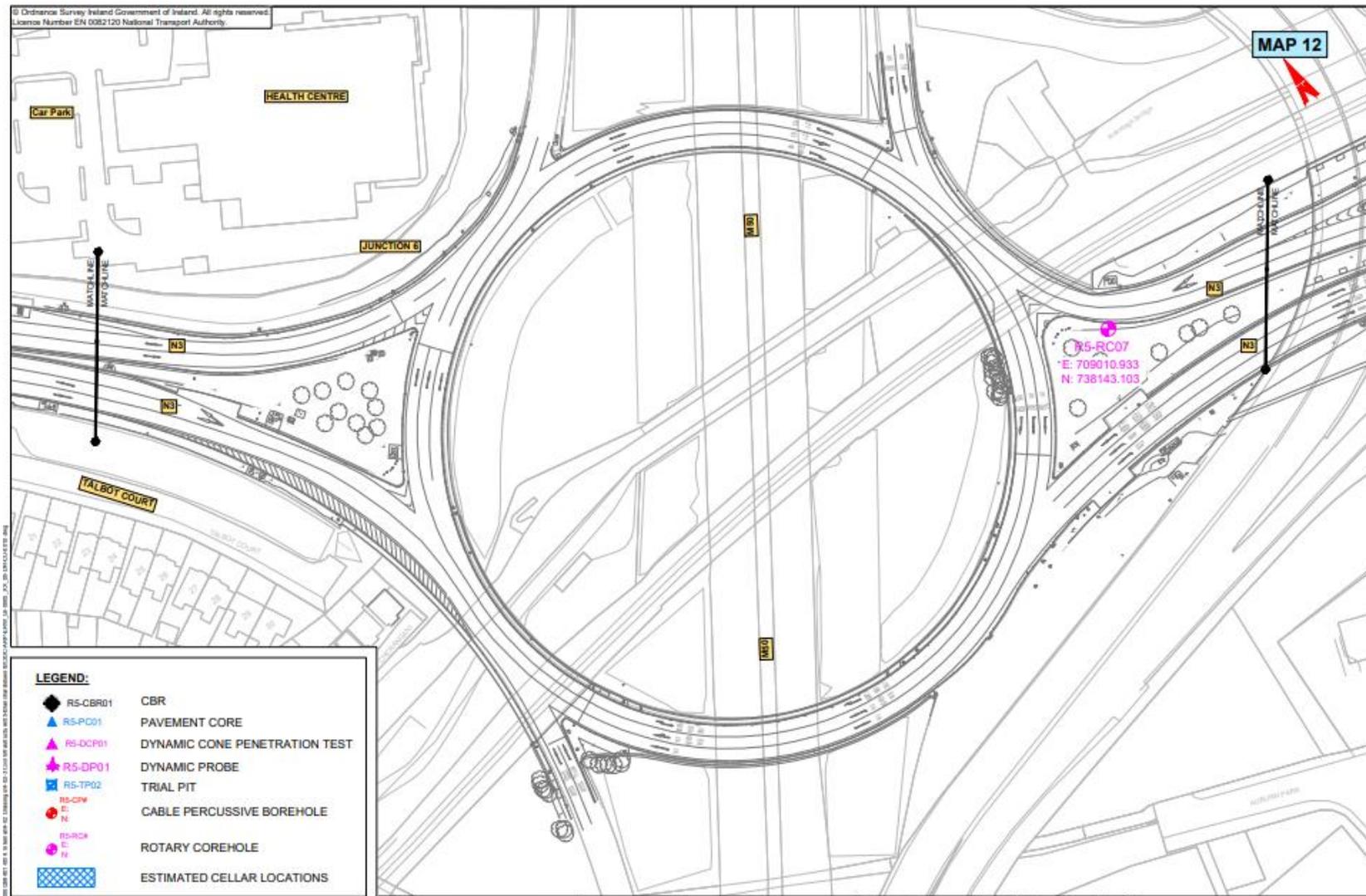


Figure 10: Route 5 GI works extract from map 12.

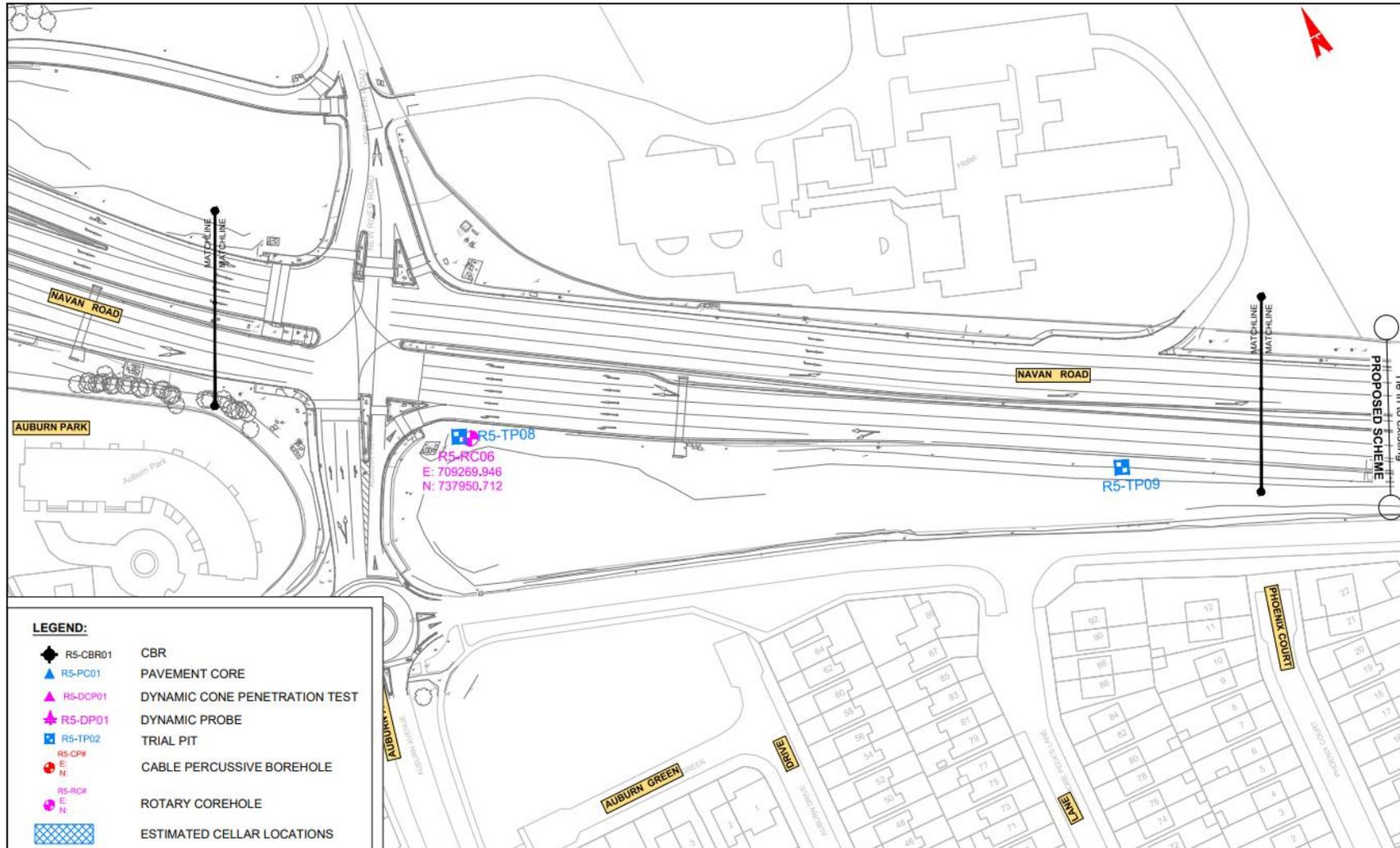


Figure 11: Route 5 GI works extract from map 14.

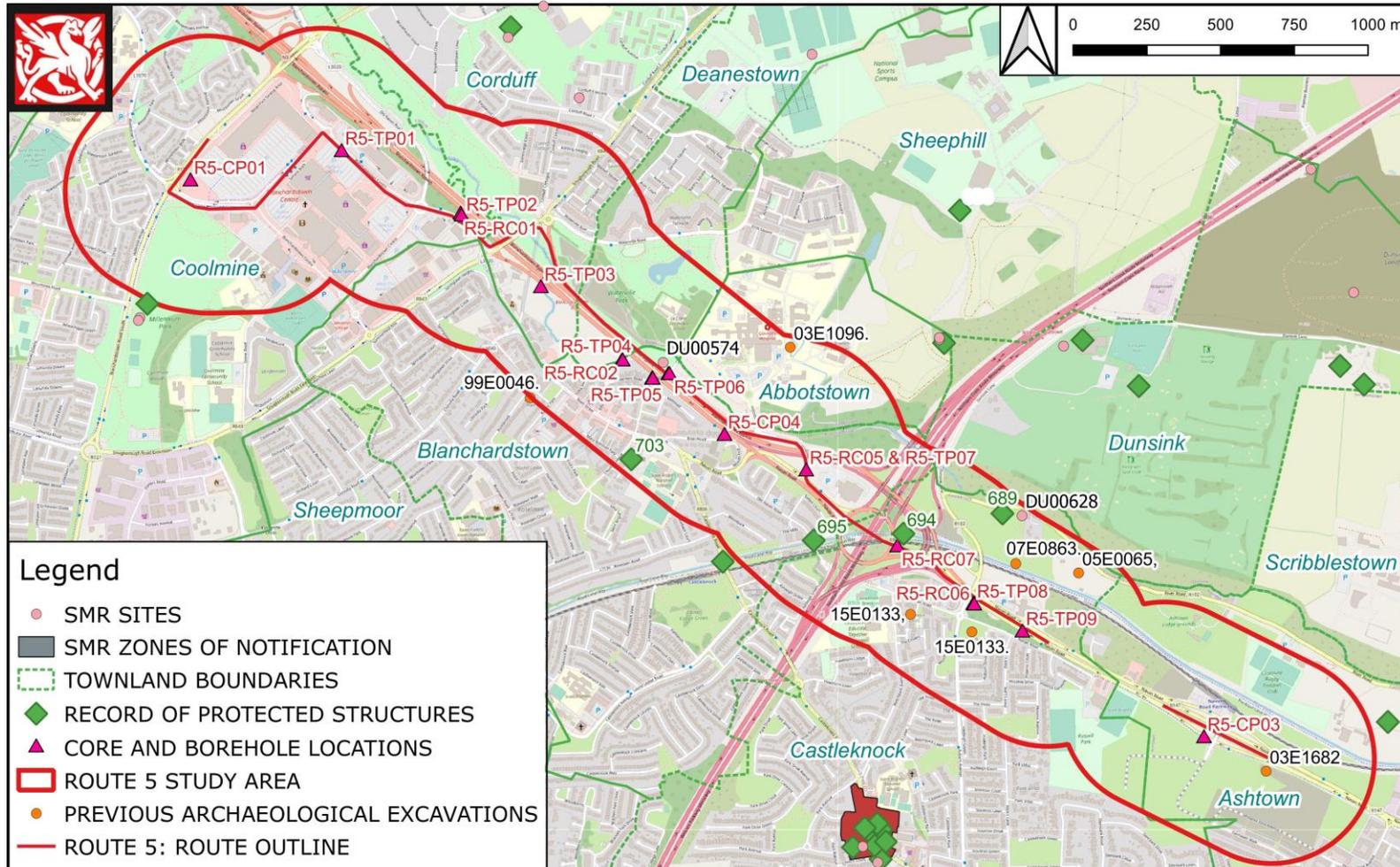


Figure 13: Route 5 study overview.

3 Methodology

An archaeological assessment in the form of a desktop study was completed by the author prior to the GI works commencing for Route 5 the Blanchardstown to City Centre Bus Corridor. The archaeological desktop report was completed to ascertain if there were any archaeological constraints present in relation to the proposed GI works, using the resources listed below. The study area encompassed a radius of 350m around the location of the GI works for excavations, stray finds, townland boundaries and RMP sites. The study area was confined to 150m for Recorded Protected Structures (Figure 13).

The following sources were consulted in the preparation of this report:

- Record of Monuments and Places (RMP).
- Published sources.
- A review of previous archaeological assessments/investigations.
- Topographical files of the National Museum of Ireland.
- Ordnance Survey (OS) and pre-Ordnance Survey maps.
- Aerial photography.
- Dublin City Development Plan 2016 - 2022 Volume 4.pdf

4 Legislative Framework

This assessment and monitoring report is guided by relevant legislation, standards and guidelines in respect of archaeology, built and cultural heritage, as follows:

European Legislation

- Convention for the Protection of World Cultural and National Heritage, 1972
- Council of Europe Convention on the Protection of the Archaeological Heritage of Europe, (the 'Granada Convention') ratified by Ireland in 1997
- European Convention Concerning the Protection of the Archaeological Heritage (the 'Valetta Convention') ratified by the Republic of Ireland in 1997

National Legislation

- National Monuments Act 1930, amended 1954, 1987, 1994, 2004 and 2014;
- Heritage Act 1995
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999
- Planning and Development Act 2000-2018 (as amended).

Guidelines and Standards

- Framework and Principles for the Protection of the Archaeological Heritage, 1999, Department of the Arts, Heritage, Gaeltacht and the Islands
- Policy and Guidelines on Archaeological Excavation (1999), Department of Arts, Heritage, Gaeltacht & the Islands
- The Heritage Council, 2000. Archaeology & Development: Guidelines for Good Practice for Developers (2000)
- Dublin City Development Plan 2016 - 2022 Volume 4.

5 Archaeological Assessment

5.1 Archaeological & Historical Background

The GI works were located along existing roads which runs from Blanchardstown along the N3 to Ashtown. Blanchardstown is a suburb 10km NW of Dublin City. The GI works are located in the townlands of Coolmine, Corduff, Blanchardstown, Castleknock and Ashtown all of which are in the barony of Castleknock.

In the Irish Annals Castleknock is called Cnucha which is derived from the Irish word Cnoc - a hill, and that the reference is to the position of the ancient residence or mound. Castleknock, or its Irish equivalent, Caislean, is a name of comparatively recent origin. *Caisleán Cnucha* is its Irish form and translates as the castle on the hill. The word Castle dates to the Norman period. The impact and extent to which these new settlers occupied these new lands is evident when one analyses the place names surrounding Castleknock. These new settlers gave their names to the lands which they now occupied. They sometimes added the word 'town' to their surname; Blanchardstown and Ashtown are examples of this.

Evidence for the Neolithic (c.4000-2500 BC) the period of the first farming communities in Ireland is based on find assemblages, tombs and excavations. These first farmers preferred coastal settlement at locations where both land and sea resources could be exploited and is again found north of the Liffey as Gromanstown, Rush, Balbriggan, Skerries, Rogerstown and Malahide (Stout, 1992).

There is very little evidence for prehistoric activity within the immediate surroundings of the study area. However, in the grounds of Castleknock College pits and areas of burning of possible prehistoric date were excavated in 2002 under Licence 02E0655 (www.excavations.ie). Finds recovered from the topsoil-stripping included a flint thumbnail scraper.

The main evidence we have for Bronze Age activity (2500 – 600 BC) comes from the funerary record. A wide variety of practices for burial rites were used. Human remains were placed either unburnt and in a crouched position or cremated and placed in a small cist. Both rites were accompanied with a pottery 'food' vessel which was placed upright and beside the burial. In the Phoenix Park, a cist burial was exposed beneath a 'dolmen' with bowl and vase food vessels, antler and burnt bone fragments.

By 1800 BC the dominant rite was cremation with the cremated remains being placed in large cinerary urns which were turned upside down over the burial. The burials were placed in simple pits and no longer lined with stone. Grave goods which accompanied these burials include bronze knives and daggers, flint tools and amongst other items stone and pottery ornaments. These burials are usually found in isolation from each other and the majority contained the remains of one individual.

Burials were also placed in cemeteries which could contain up to sixty graves which were either covered by mounds of earth or a cairn or surrounded by a circular bank or ditch which formed a 'barrow'. Examples of this monument in the wider landscape are from Palmerstown, which is the adjoining townland to the south of Castleknock (DU017-025).

The medieval period in Ireland began around 500 AD. This was a time of massive social change with the arrival of Christianity the new and soon to be dominant religion and the development of new political dynasties.

At the Iron Age/ Early medieval transition Ireland was made up of up to 150 tuatha or tribal units/ petty ruled over by a chief or king. In turn these tribal units formed part of larger territorial units ruled over by over Kings. To the north of the Tolka was Brega and to the south was Laigin. Brega in the territory controlled by the Gailenga and the Saitne whom may have been mercenaries planted there by the southern Uí Néill (Stout, 1992, p. 19).

Little is known about the early history of the Irish church. By the first half of the fifth century there was a significant Christian community living in Ireland. In the year 431 the bishop Palladius was sent by Pope Celestine to the "Christians in Ireland" (Charles-Edwards, 2000, p. 182, Edwards, 1990). The late fifth century saw the beginnings of extensive missionary activity in Ireland. St Patrick, the national, is the best known of the early missionaries.

Archaeological evidence for early medieval Christianity includes burial sites, hermitages, and pastoral church sites along with large and small monasteries. Additional monuments found in isolation and associated with ecclesiastical sites are holy wells, souterrains, bullaun stones, ogham stones and crosses (Edwards 1990, p. 99-131). There is evidence for sixty-seven ecclesiastical sites in Dublin; however, the majority are to the south of the Liffey (Stout, 1992, p. 13).

The burial site located approximately 350m northeast of the proposed GI works DU014-043 dates to this early medieval period and must have been in use for a long time as over 400 skeletons were excavated from a portion of the site. A silver coin dating to AD 967 indicates that the site was in use at least up until the 10th century.

The golden age of early Christian Ireland was violently interrupted by the Vikings which marked the beginning of two hundred years of intermittent warfare. The Annals of Ulster record that in the year 841 AD the longphort of Dublin was used by the Norsemen who used it as a base to raid the Laigin and Uí Néill (Bradley, 1992, p. 43). From there they plundered the countryside especially targeting the monasteries which held great wealth. The invaders secured rivers by establishing bases at its mouths and from there they could penetrate inland. The location for this initial settlement is thought to be on the south sloping bank of the Liffey at Kilmainham and Islandbridge where a 9th century Viking burial ground was exposed in the last century. This longphort settlement was in use until 902 AD when the Annals of Ulster record that the 'heathens were driven from Ireland' (ibid, p. 44).

By 917 AD however the Vikings returned and established themselves on a spit of land between the Rivers Liffey and Poddle. Today this is between Christchurch Cathedral and Dublin Castle. This developed into a thriving organised settlement which was divided into a network of streets, houses and plots all surrounded by large walls.

In the tenth century Castleknock is mentioned in the Annals of the Four Masters when the ruler of 'Cnucha' Niall Glundubhn was killed fighting against the Danes of Dublin in A.D 919 (Campbell, n.d.). Castleknock was the headquarters from which the attack was directed. Cnucha then ceased to be an Irish fortress and was held as a Danish residence.

The Norse ruled Dublin until 1014 AD when they were defeated by Brian Boru's army at the Battle of Clontarf approximately 9km east of the site at Castleknock. After this point, the Vikings become primarily a commercial presence in the city and co-existed with the Irish.

By the end of the 12th century the Vikings however were met with a new political and social force as the Anglo Normans invaded Ireland. The Vikings were expelled from their city, though the Norsemen only moved to the north side of the river where they established their community at Oxmanstown.

At the time of the Anglo-Norman invasion Castleknock was the seat of the Rory O Connor the High King of Ireland who here it is made his last stand to fight against the invading Normans (Ball 1920). These lands were granted to Hugh Tyrell by De Lacey in 1177. Tyrell granted some lands including Ashtown to the Priory of Saint John the Baptist. The lands changed hands and were in the possession of Thomas Sergeant in the fifteenth century however Ashtown still remained in the Priory of St John.

The Anglo-Norman invasion was the result of a vendetta between Dermot and Tiarnán O'Ruairc of Bréifne. In 1152 Mac Murrough abducted O'Ruairc's wife and held her hostage for a year. O'Ruairc formed alliances with Mac Murroughs enemies and in 1166 banished him from Ferns. As a result of this Mac Murrough who realized his lands were in danger requested Henry II's help in reclaiming his lands. Mac Murrough travelled through England and Wales gathering forces and Strongbow pledged his assistance on a number of conditions; that he

would be King of Leinster when Mac Murrough died and that he could have Aoife, Mac Murroughs daughter.

The invasion began in 1167 when a small troop of Anglo-Norman forces along with Mac Morough landed in Bannow Bay. In 1169 further troops arrived and they set out to take Dublin. The High King Ruaurí O'Conchúir did not anticipate the route Mac Murrough would take through the mountains and they took Dublin within a few days. Henry II granted most of the land in Leinster to Strongbow and the lands at Castleknock were granted to a Sir Hugh Tyrell c. 1174.

The Anglo-Normans reorganized Irish society, established manors and boroughs, their own currency along with founding several new parish churches (Corlett, 1999, p. 65). The earliest fortifications erected by the Anglo Normans, which was the key behind the strength of their conquest comprised the motte and bailey castle which was later to be replaced by the stone tower house (Simms & Fagan, 1992, p. 94).

There is significant evidence for Anglo-Norman activity in Castleknock barony. Their earliest fortification the- motte and bailey castle RMP number DU017-012001 is located 2km south of the GI works on a steep natural rise west of Castleknock College. The motte is oval in plan with a keep and curtain wall and is enclosed by two fosses. The inner keep houses the remains of a later Anglo-Norman masonry castle RMP number DU017-012002-.

This stone castle was built by Sir Hugh Tyrell Governor of Trim in c.1174 AD. For the next two hundred years the Tyrrells, as "Barons of Castleknock," figure largely in the State Papers of Ireland and their lands encompassed up to 12,000 acres (Campbell, n.d.). The castle passed through eight Barons and saw much warfare in the later medieval period. It was attacked by Edward Bruce in 1317 AD who took the castle for a very brief period during the reign of the 6th Baron of Castleknock. The 8th Baron was the last of the Tyrrells to reside at Castleknock and following his death in 1317 AD and with no heir the castle passed to his sisters and was subsequently divided up.

Previous development works in the vicinity of the castle and motte and bailey bear testament to the Anglo-Norman influence on Castleknock. The excavation just west of the castle uncovered temporary occupation and iron working, Campbell excavated significant archaeology dating to 13th and 14th centuries in a field 400m east of the medieval motte and castle. Almost three thousand sherds of pottery along with numerous domestic and small-scale industrial artefacts were recovered from the excavation. This site represented small scale industrial activity contemporary with the castle built by Tyrell.

Mills were a central feature of the manorial economy and in the vicinity of the GI works a mill is recorded at Blanchardstown (DU013-035). It is depicted as a corn mill on the first edition map; however, it may occupy the site of an earlier mill which was described in the Civil Survey as a 'waste mill' belonging to Simon Lutrell.

The Burnell Family were the main landholders in the barony of Castleknock and occupied the castle from 1400-1641 AD (ibid). They were staunch Catholics and fought the injustices suffered by their kinsmen under Elizabethan reign. They paid dearly however for their allegiances and Henry Burnell was imprisoned in the Tower of London.

By 1640 A.D. Catholics owned less than half the land in the county through a policy of plantation. Eventually rebellion broke out in 1641 when the old Anglo-Normans joined forces with the Irish in defence of their common Catholic religion. During this bloody war Casteknock castle was attacked several times and changed hands on many occasions. Owen Roe O'Neill took possession of the castle in 1647. The castle was damaged during the warfare and following the end of the Civil War the military history of the castle came to an end as it was

dismantled and declared unfit for residence (Campbell, n.d.). The lands at Castleknock were confiscated and granted among several tenants.

5.2 Record of Monuments and Places (RMP Files)

The Record of Monuments and Places (RMP) was established under section 12 (1) of the 1994 National Monuments (Amendment) Act and provides that the Commissioners (now the Minister) shall establish and maintain a record of monuments and places where the Minister believes there are monuments, such record to be comprised of a list of monuments and relevant places and a map or maps showing each monument and relevant place in respect of each county in the state. It is based on the older non-statutory Sites and Monuments Record and information from county archaeological inventories. It records known upstanding archaeological monuments, the original location of destroyed monuments and the location of possible sites identified through documentary, cartographic, photographic research and field inspections.

The following table lists the GI works of which there are 19 in total in relation to distance from Recorded Monument Sites (Figure 13).

Route 5	Type	RMP within 350m
R5-CP01	Cable percussive borehole	None
R5-TP01	Trial Pit	None
R5-RC01	Rotary Corehole	None
R5-TP02	Trial Pit	None
R5-TP03	Trial Pit	None
R5-TP04	Trial Pit	135m NE DU00574- Mill
R5-RC02	Rotary Corehole	135m NE DU00574 -Mill
R5-TP05	Trial Pit	60m N DU00574- Mill
R5-RC03	Rotary Corehole	60m N DU00574- Mill
R5-TP06	Trial Pit	63m NW DU00574- Mill
R5-RC04	Rotary Corehole	63m NW DU00574- Mill
R5-CP04	Rotary Corehole	None
R5-RC05	Rotary Corehole	None
R5-TP07	Trial Pit	None
R5-RC07	Rotary Corehole	None
R5-RC06	Rotary Corehole	350m NE DU014-043-Burial Ground
R5-TP08	Trial Pit	350m NE DU014-043-Burial Ground
R5-TP09	Trial Pit	None
R5-CP03	Rotary Corehole	None

Table 1: RMP sites within 350m of GI works.

RMP Number	Classification	Townland
DU013-035	Corn Mill	BLANCHARDSTOWN
DU014-043	Burial Ground	CASTLEKNOCK (Without Phoenix Park)

Table 2: RMP sites in the vicinity of the GI works.

In total there are two Recorded Monument sites within 350m of the proposed GI works (Figure 13). These comprise a 19th century mill and a burial site. None of the GI works will directly impact upon either of these sites. The mill which may occupy the site of an earlier mill which was described in the Civil Survey as a 'waste mill' belonging to Simon Lutrell. The second site is a burial site in Castleknock DU014-043. In 1937 two skulls were reported to the National

Museum of Ireland in a field near the river Tolka. In 1938 the National Museum excavated one third of the site comprising almost 400 skeletons of men, women and children. A silver coin of Eadgar of England dated AD 967 was also found indicating the site was in use in the 10th century (RMP Files Appendix 3).

There are two Trial Pits (R5-TP05 and R5-TP06) and two Rotary Coreholes (R5-RC03 and R5-RC04) within 63m of the location of the mill DU013-035. Further out at 135m from the mill are two more GI pits R5-RC02 and R5-TP04. The burial ground is 350m NE of R5-RC06 and R5-TP08.

5.3 National Museum of Ireland Topographical Files

The topographical files are held in the National Museum of Ireland in Kildare Street. All files relating to the townlands where the GI works are to be carried out were inspected to ascertain whether any artefacts had been thus far recorded in the townlands of Castleknock, Blanchardstown or Ashtown. No finds are recorded. These files identify all recorded finds which are held in archive and have been donated to the state in accordance with national monuments legislation.

Route 5	Type	Finds within 350m
R5-CP01	Cable percussive borehole	None
R5-TP01	Trial Pit	None
R5-RC01	Rotary Corehole	None
R5-TP02	Trial Pit	None
R5-TP03	Trial Pit	None
R5-TP04	Trial Pit	None
R5-RC02	Rotary Corehole	None
R5-TP05	Trial Pit	None
R5-RC03	Rotary Corehole	None
R5-TP06	Trial Pit	None
R5-RC04	Rotary Corehole	None
R5-CP04	Rotary Corehole	None
R5-RC05	Rotary Corehole	None
R5-TP07	Trial Pit	
R5-RC07	Rotary Corehole	None
R5-RC06	Rotary Corehole	None
R5-TP08	Trial Pit	None
R5-TP09	Trial Pit	None
R5-CP03	Rotary Corehole	None

Table 3: Topographical files finds within 350m of the GI works.

5.4 Cartographic Sources

Analysis of historic mapping shows the human impact on the landscape and its evolving nature over clearly defined time intervals. The comparison of editions of historic maps can show how some landscape features have been created, altered or removed over a period of time.

The maps analysed include John Rocque's Exact survey of Dublin, published in London in 1756 and the first and third edition Ordnance Survey mapping (Figures 14-16).

Roques's map provides a vivid snapshot of the city at this period (Figure 14). Although this map is overlaid with the proposed works and not completely accurate it does illustrate that surrounding landscape is for the most part farmland.

The towns of Castleknock Blanchardstown, Carpenterstown and Coolmine called 'Coal Mine' are all labelled on the Roque map (Figure 14).

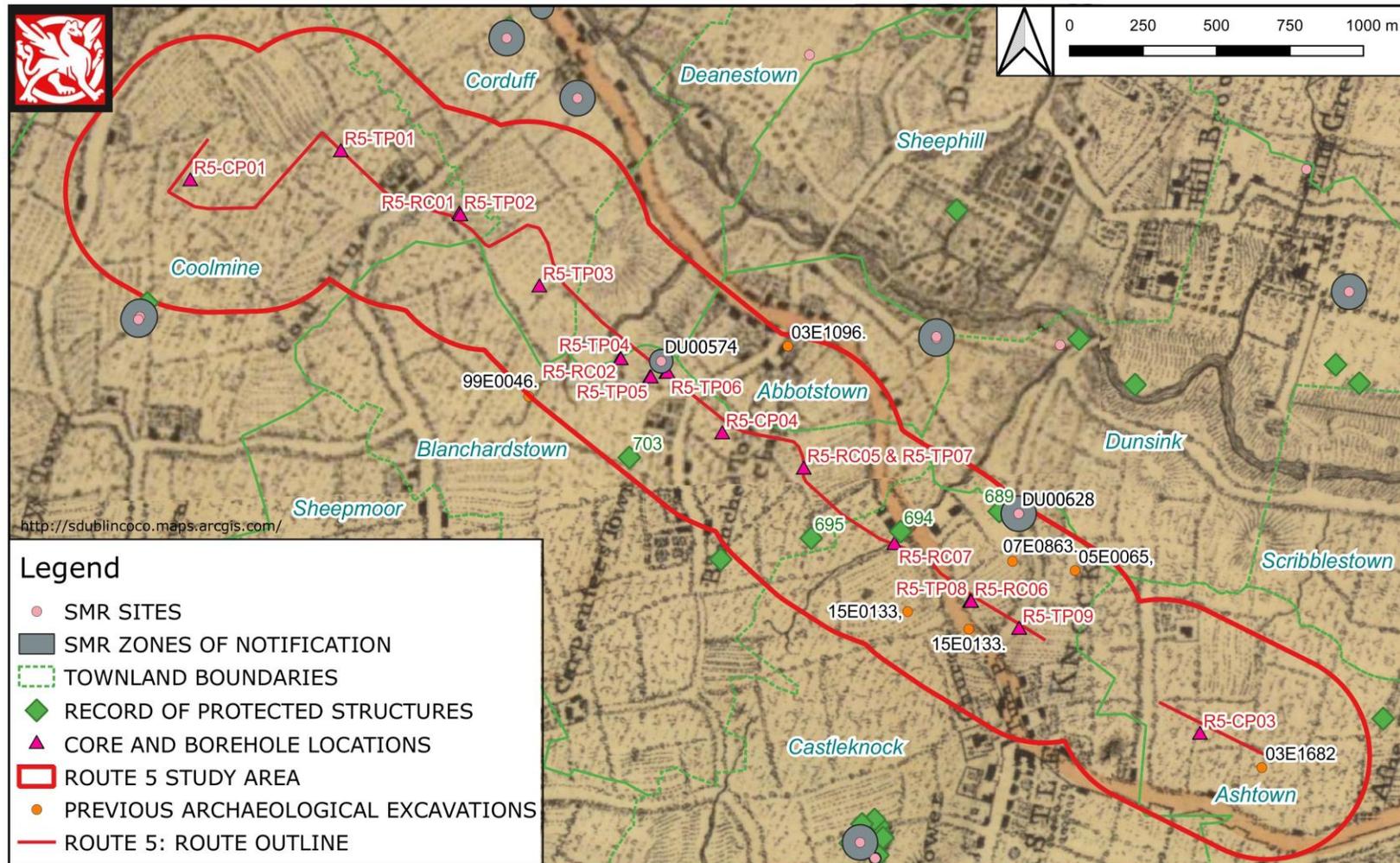


Figure 14: Rocque’s map of Dublin 1756

Townland boundaries are visible on the first and third edition Ordnance Survey mapping (Figure 15 and 16). Gaelic land ownership required a clear definition of territories for each sept and a need for strong permanent fences around their territories. Townland boundaries along ridge-tops, streams, or bogs are more likely to be older in date than those composed of straight lines. Christianity introduced the system of parish boundaries, whilst Anglo Normans introduced baronies and counties. These boundaries were looked at in terms of the impact of the GI works on such boundaries.

The River Tolka is a significant physical and territorial boundary which forms the southern boundary of the important territory of Fingal prior to the 12th century. At the Iron Age/ Early medieval transition Ireland was made up of up to 150 tuatha or tribal units/ petty ruled over by a chief or king. In turn these tribal units formed part of larger territorial units ruled over by over Kings. To the north of the Tolka was Brega and to the south was Laigin. The River Tolka also forms the boundary between two civil parishes of late medieval origin. A burial site which was discovered in a field adjacent the River Tolka bears testament to the river's importance as a boundary. Over 400 skeletons were excavated from a portion of the site. A silver coin dating to AD 967 indicates that the site was in use at least up until the 10th century (Section 4.2).

Four test pits and bore holes are located in the townland of Coolmine at the time of the first edition map in 1837 (Figure 15 and 17). The most westerly R5CP-01, R5TP01 are located in agricultural fields. The main road between Blanchardstown and Mulhuddart is depicted and Test Pit R5-TP03 is located in a field adjacent this road.

In the townland of Corduff Test Pit R5-TP03 is located in an irregular shaped field with the River Tolka forming its boundary to the east and eight gravel pits are depicted in the vicinity of the River (Figure 15 and 17).

A cluster of GI works are located northwest of the village of Blanchardstown along what is today known as the Mill Road just south of the River Tolka. There is a mill pond and possible mill race, mill dam depicted and associated with what is labelled as a 'Corn Mill'. The GI works are located just outside this milling complex. The GI works (R5-RC02 and R5-TP04) are located adjacent to the River Tolka which is also a townland boundary between Deanestown and Blanchardstown. The GI works (R5-TP05, R5-RC03, R5-RC04 and R5-TP06) are located in agricultural fields adjacent to the Mill Road (Figure 15, 17 and 18).

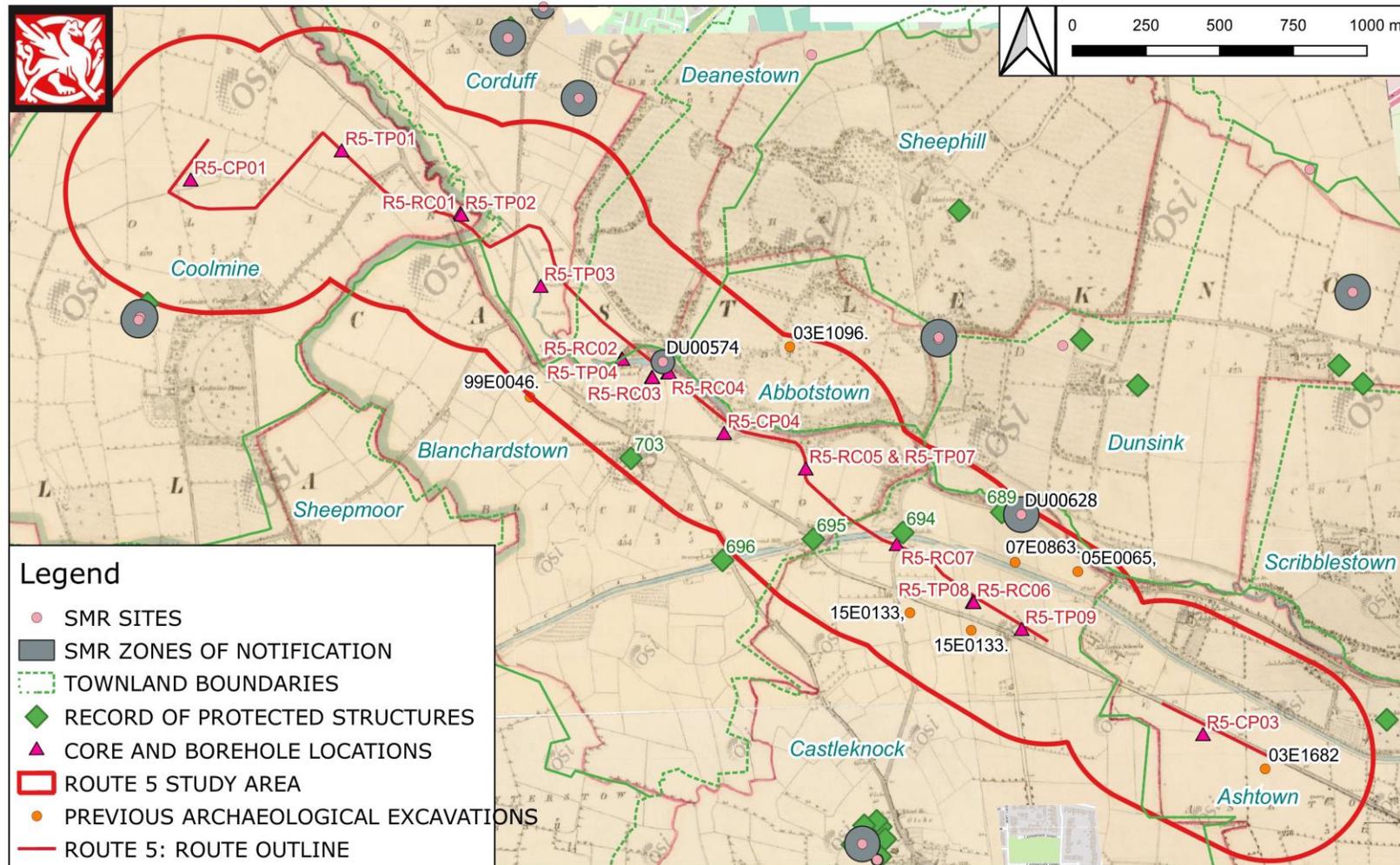


Figure 15: Overview of works in relation to the first edition Ordnance Survey Map.

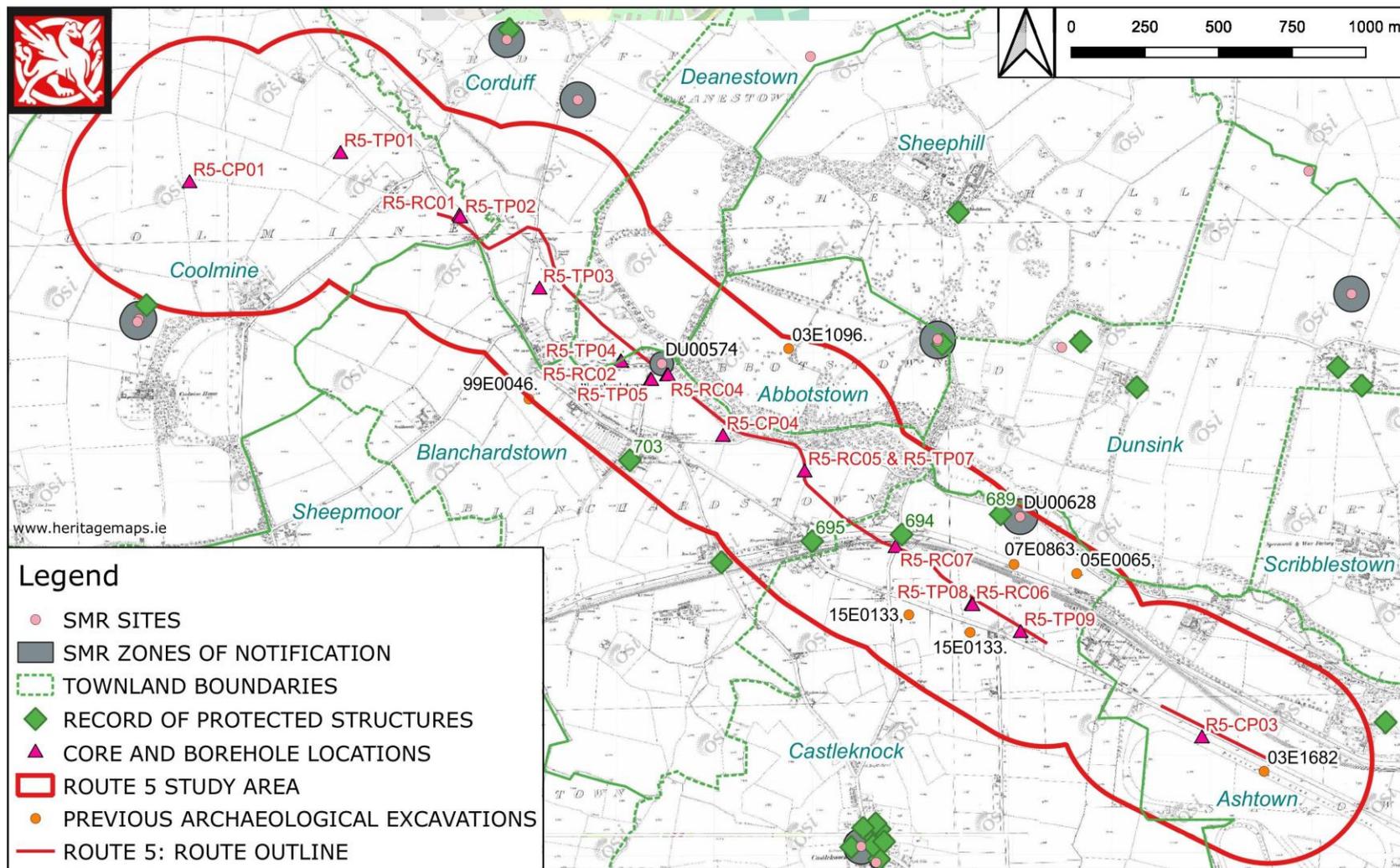


Figure 16: Overview of works in relation to third edition Ordnance Survey Map.

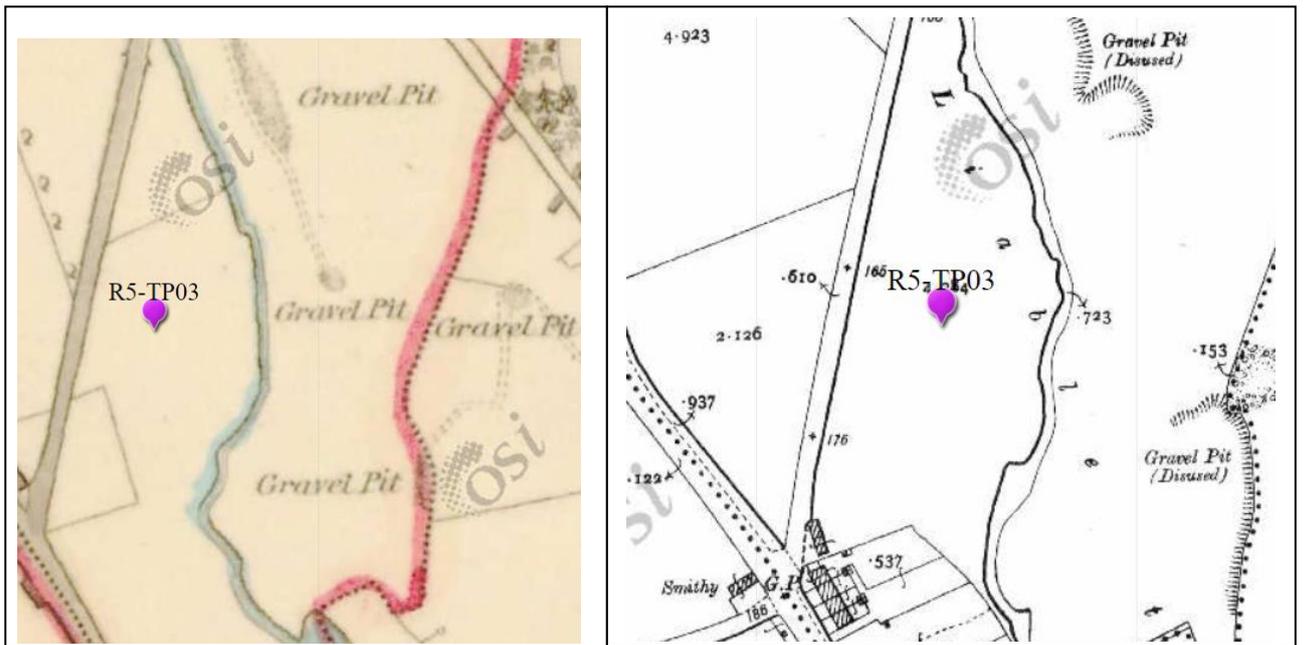


Figure 17: First edition map 1837 (left) and third edition map 1938 marked with locations of GI works to be monitored.

The remaining GI works in the townland of Blanchardstown are located in what was a rural undeveloped setting at the time of the first edition map. The borehole R5-CP04 is located at the edge of a wooded area south of the Tolka which forms the townland boundary between Blanchardstown and Abbotstown (Figure 15 and 18). It is located adjacent a road which is still in use today. Corehole R5-RC05 and Test Pit R5-TP07 are located in agricultural fields with nothing of interest noted.

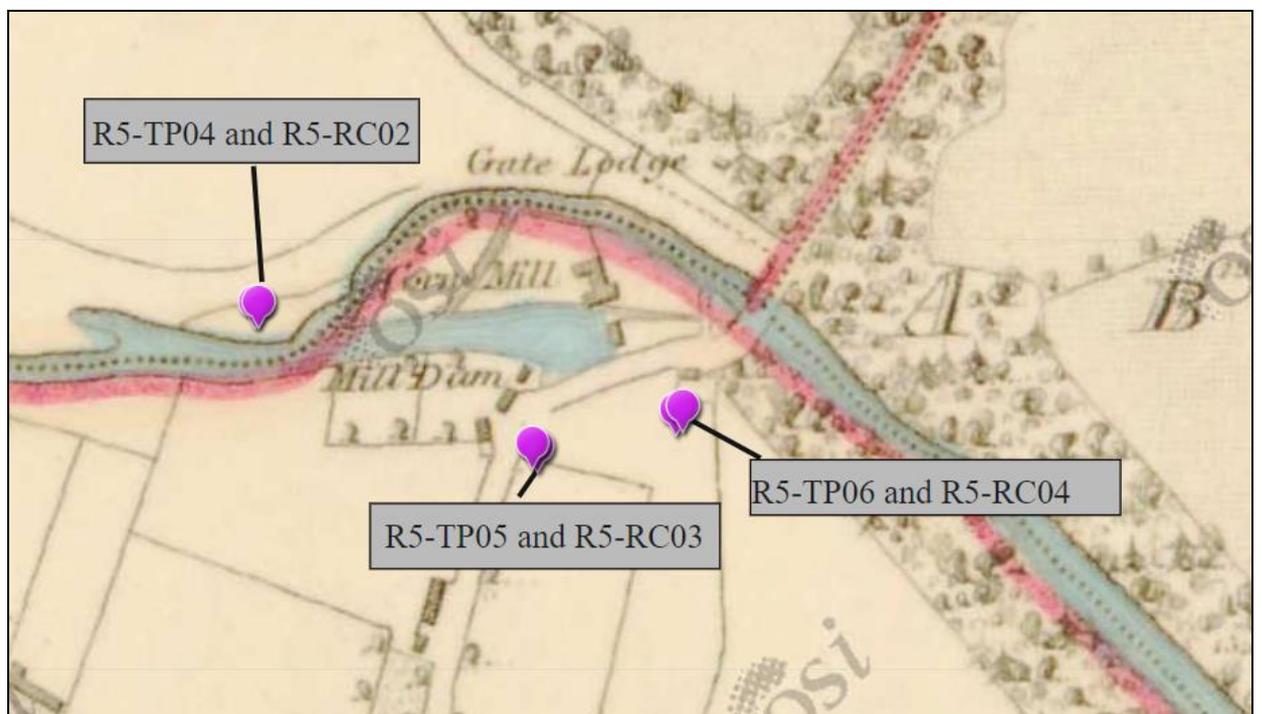


Figure 18: First edition map 1837 with locations of GI works to be monitored.

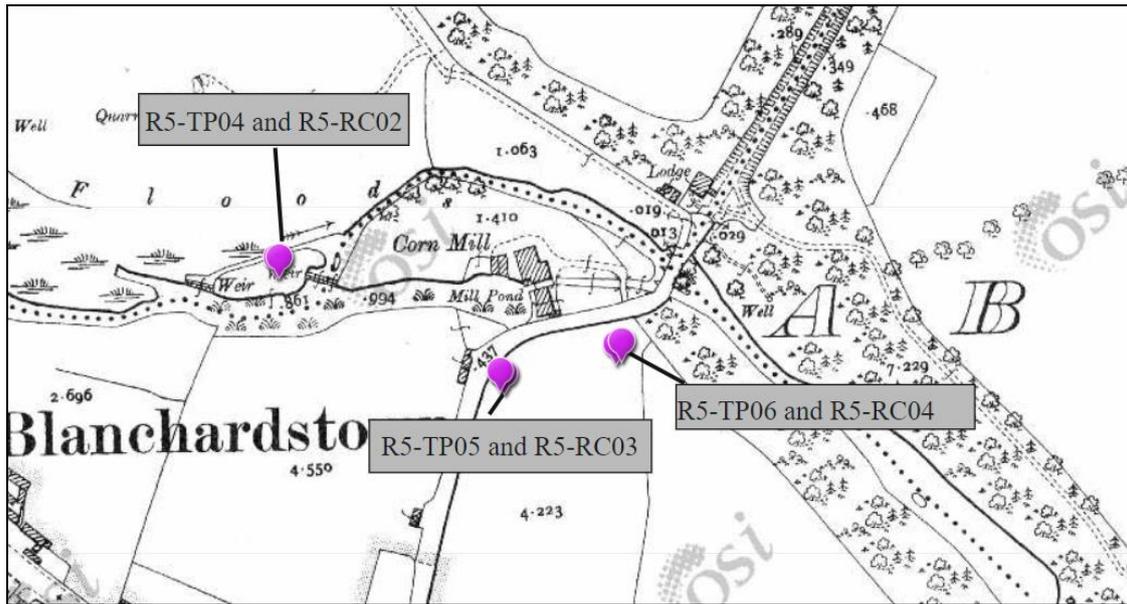


Figure 19:Third edition map 1938 with locations of GI works to be monitored.

There are four locations in Castleknock where GI works are located. The most westerly (R5-RC07) is at the location of the present M3/M50 interchange adjacent to a small road which leads northeast from Castleknock Village crossing the River Tolka at Ranelagh Bridge. Two locations are in agricultural fields (R5-TP08, R5-RC06) and (R5-TP09). The final location for GI works R5-CP03 is in Ashtown south of the existing R147.

At the time of the third edition map in 1938 there is some alteration to field boundaries at the location of the most westerly Rotary Corehole R5-CP01 (Figure 16 and 19). The corn mill is further developed with a mill pond labelled and also a weir (Figure 15). The location of R5-TP05/R5-RC02 on the banks of the River Tolka is depicted as marshy ground. The only other change is the Phoenix Park Racecourse is depicted at the location of Rotary Corehole R5-CP03.

5.5 Architectural Heritage (Appendix 1)

All GI exploratory hole locations were checked on the National Inventory of Architectural Heritage’s (NIAH) website. The NIAH is a section within the Department of Arts, Heritage and the Gaeltacht whom identifying and record the architectural heritage of Ireland, from 1700 to the present day.

The Dublin City Development Plan 2016-2022 was inspected in accordance with Part IV of the Planning & Development Acts 2000-2006 which requires every development plan to include a record of Protected Structures (RPS). A protected structure is a structure that a Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

Route 5	Type	NIAH within 150m
R5-CP01	Cable percussive borehole	None
R5-TP01	Trial Pit	None
R5-RC01	Rotary Corehole	None
R5-TP02	Trial Pit	None
R5-TP03	Trial Pit	None
R5-TP04	Trial Pit	None

R5-RC02	Rotary Corehole	None
R5-TP05	Trial Pit	None
R5-RC03	Rotary Corehole	None
R5-TP06	Trial Pit	None
R5-RC04	Rotary Corehole	None
R5-CP04	Rotary Corehole	None
R5-RC05	Rotary Corehole	None
R5-TP07	Trial Pit	None
R5-RC07	Rotary Corehole	60m NE Ranelagh Bridge - (Reg. No. 11354004 not RPS)
R5-RC06	Rotary Corehole	None
R5-TP08	Trial Pit	None
R5-TP09	Trial Pit	None
R5-CP03	Rotary Corehole	None

Table 4: NIAH within 150m of GI works.

No RPS will be impacted upon by the works (Figure 13). Rotary Corehole R5-RC07 is located 60m SW of Ranelagh Bridge which is listed on the NIAH website as being of architectural and special interest. It is a single arch humpback bridge over the Royal Canal built between 1800 – 1820.

5.6 Previous Archaeological Excavations

Route 5	Type	Distance to RMP sites within 350m of GI works
R5-CP01	Cable percussive borehole	None
R5-TP01	Trial Pit	253m NE 08E0146
R5-RC01	Rotary Corehole	345m SW of 08E0146
R5-TP02	Trial Pit	345m SW of 08E0146
R5-TP03	Trial Pit	84m SW of 08E0146
R5-TP04	Trial Pit	None
R5-RC02	Rotary Corehole	None
R5-TP05	Trial Pit	None
R5-RC03	Rotary Corehole	None
R5-TP06	Trial Pit	334m NW of 08E0147
R5-RC04	Rotary Corehole	334m NW of 08E0147
R5-CP04	Rotary Corehole	200m SE 05E0065 211m NE 08E0146
R5-RC05	Rotary Corehole	270m NW 08E0146 43m SW 05E0065
R5-TP07	Trial Pit	270m NW 08E0146 43m SW 05E0065
R5-RC07	Rotary Corehole	188m E 09E0146 246m SE 05E0065
R5-RC06	Rotary Corehole	110m NW 05E0065 260m NE 08E0146 205m NE 07E0863
R5-TP08	Trial Pit	110m NW 05E0065 260m NE 08E0146 205m NE 07E0863

R5-TP09	Trial Pit	269m NW 05E0065 221m N 07E0864
R5-CP03	Rotary Corehole	206m NW 08E0146 236m SE 03E1682

Table 5: Excavations within 350m of GI works.

A total of five excavations are recorded within 350m of the locations of the GI works, the closest is Trial Pit R5-TP03 which is 84m SE of 08E0146 (Figure 13). Three relate to a regional drainage scheme in the vicinity of Blanchardstown (07E0863, 08E0146 and 08E0147), one to the N3 interchange at Castleknock/Blanchardstown (05E0065) and the final is a residential development in the Phoenix Park (03E1682). No archaeology was found during any of these excavations.

Licence No	Address	Description
03E1682	Phoenix Park Racecourse, Castleknock.	No archaeology was found.
05E0065	Testing Areas 10–12 was located in the townlands of Castleknock (10–11) and Blanchardstown (12) and were adjacent to the N3 Castleknock/Blanchardstown interchange.	Testing. No archaeology was found.
07E0863	Castleknock Blanchardstown regional drainage scheme.	Two test-trenches were excavated across the previously undisturbed sections of the pipeline route. No archaeology was found.
08E0146	Ashtown, Blanchardstown Regional Drainage Scheme, Dublin	No archaeology was found.
08E0147	Blanchardstown Regional Drainage Scheme, Dublin	Test excavation was undertaken in advance of the Blanchardstown Regional Water Scheme in the vicinity of DU013-035 but no archaeological remains were identified.

Table 6: Summary of excavations within 350m of GI works see Appendix 2 for further information.

5.7 Field Inspection

The GI works are located along existing roads which runs from Blanchardstown along the N3 to Ashtown. Blanchardstown is a suburb 10km NW of Dublin City. The following plates illustrate the site-specific conditions at the locations of the GI locations which require monitoring and at a sample of the other GI locations.

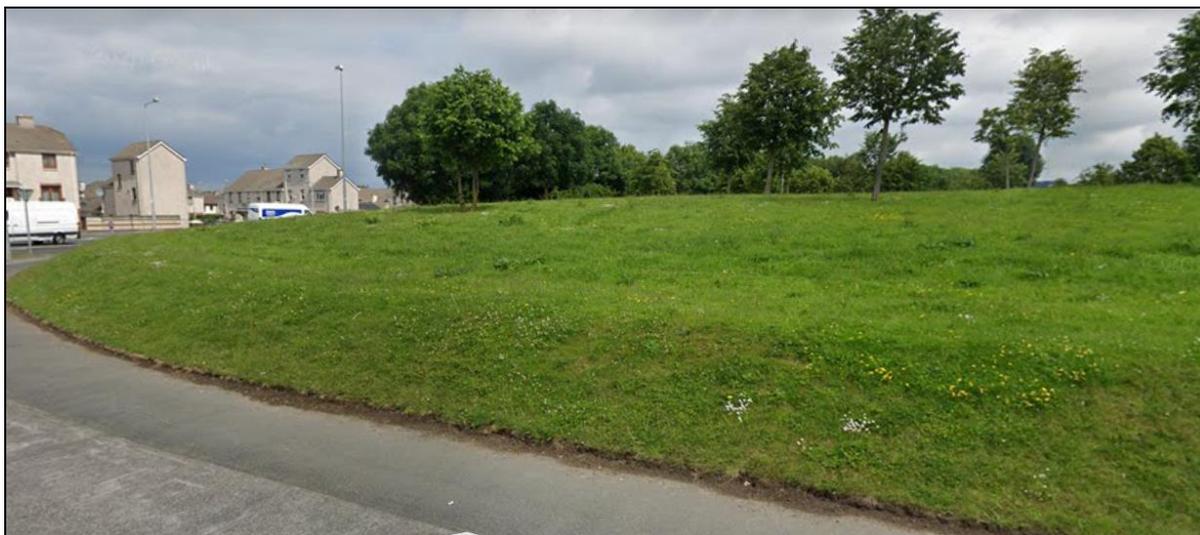


Plate 1: Location of Rotary Corehole R5-CP01 in Coolmine, facing NW.



Plate 2: View SW towards the location of Test Pit R5-TP01. Blanchardstown.



Plate 3: View N towards location of R5-RC01 and R5-TP02 on L3020.



Plate 4: View SE towards location of R5-TP03 (white arrow) and River Tolka (red arrow).



Plate 5: Entrance to Corn Mill site-not accessible DU013-035.



Plate 6: Location of R5-TP05 and R5-RC03 facing NW.



Plate 7: View towards River Tolka and location of R5-TP04 and R5-RC02 facing N.



Plate 8: View south towards R5-TP08 and R5-RC06 from Navan Road.

6 Impact Assessment and Monitoring Recommendations

Ground investigations are the first phase of works to be carried out. The project is in the design phase at the moment and there will be changes to the development as that process continues and after the GI works are completed. The most intrusive works will be at the locations of the GI works which comprise nineteen exploratory holes. Four areas of archaeological potential were identified based on the results of the impact assessment report and monitoring of R5-TP03, R5-TP04, R5-TP05 and R5-TP06 was recommended (Figure 20 and Figure 21). Of the four test pits to be monitored two were cancelled; R5-TP03 and 04 which left R5-TP05 and 06 to be monitored.

The GI phase of works enabled the recording of stratigraphy so that an assessment can be made on the likelihood of any archaeological features surviving in the area depending on the degree of disturbance. The final design and construction scenario will be based on the results of these GI works.

In order to protect the archaeological heritage, it was recommended that four boreholes should be monitored under archaeological licence R5-TP03, R5-TP04, R5-TP05 and R5-TP06.

The desk-based assessment has looked at all RMP sites, excavations, townland boundaries within a 350m radius of the GI works. Recorded Protected Structures within a 150m radius were detailed for this report and the topographical files were checked for stray finds within any of the townlands in which the GI works are located. There will be no direct impacts upon any RMP sites or RPS structures.

In order to protect the archaeological heritage, four GI investigations were identified as being in areas of archaeological potential based on their location in terms of Recorded Monument Sites and townland boundaries which may preserve much earlier land divisions. The Tolka River is an ancient boundary as detailed in the archaeological and historical background section of this report. In total it was recommended that four locations be monitored (R5-TP03, R5-TP04, R5-TP05 and R5-TP06) as detailed in Table 7 on the following page. In some instances, both bore holes and test pits were adjacent each other and therefore monitoring of the test pits only was carried out. Of the four test pits to be monitored two were cancelled; R5-TP03 and 04 which left R5-TP05 and 06 to be monitored.

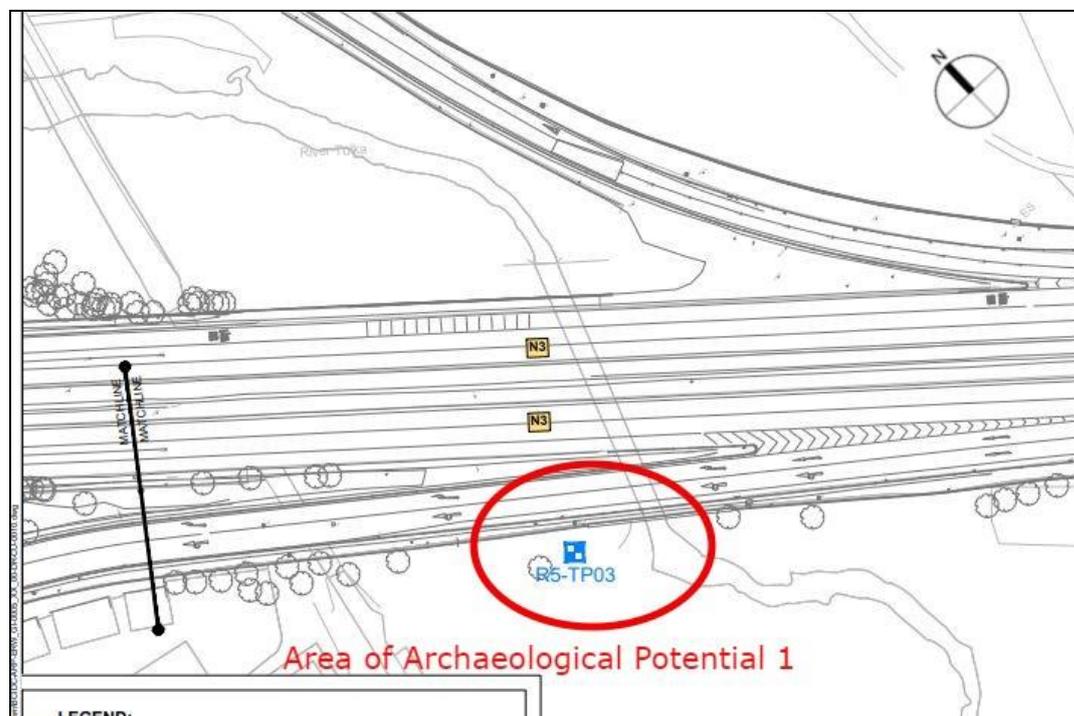


Figure 20: Extract from map 8 Route 5 with area of archaeological potential marked.

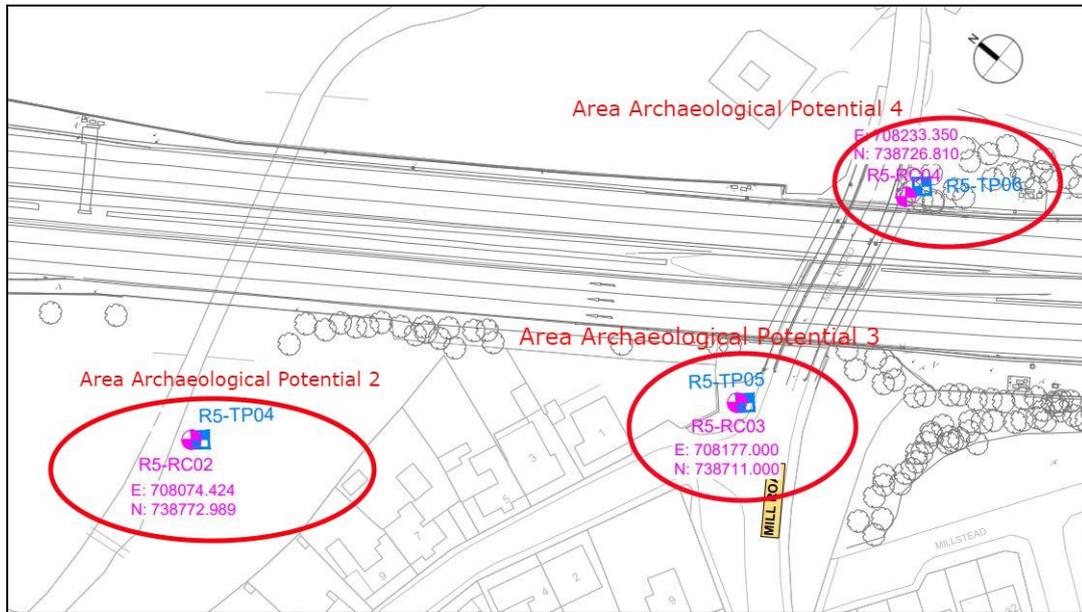


Figure 21: Extract from map 9 Route 5 with areas of archaeological potential 2-4 marked.

		R5-CP01	R5-TP01	R5-RC01	R5-TP02	R5-TP03	R5-TP04	R5-RC02	R5-TP05	R5-RC03	R5-TP06
Scenario: within of less than 100m of:	RMP	N	N	N	N	N	N	N	Y	Y	Y
	Stray Find	N	N	N	N	N	N	N	N	N	N
	Boundary	N	N	N	N	Y	Y	Y	N	N	N
	RPS	N	N	N	N	N	N	N	N	N	N
	Previous Excavation	N	N	N	N	Y	N	N	N	N	N
	Monitoring Required	N	N	N	N	Y	Y	N	Y	N	Y

		R5-RC04	R5-CP04	R5-RC05	R5-TP07	R5-RC07	R5-RC06	R5-TP08	R5-TP09	R5-CP03
Scenario: within of less than 100m of:	RMP	Y	N	N	N	N	N	N	N	N
	Stray Find	N	N	N	N	N	N	N	N	N
	Boundary	N	N	N	N	N	N	N	N	N
	RPS	N	N	N	N	N	N	N	N	N
	Previous Excavation	N	N	N	N	N	N	N	N	N
	Monitoring Required	N	N	N	N	N	N	N	N	N

Table 7: Monitoring Requirements Route 5.

7 Monitoring Results

Test pits were excavated by an 3t machine using a flat grading bucket.

Based on the results of the desk-based assessment four trial pits were identified as being in areas of archaeological potential; R5-TP03, R5-TP04, R5-TP05 and R5-TP06 (Figure 20 and Figure 21). The first two pits were cancelled leaving R5-TP05 and R5-TP06 to be monitored.

Trial Pit R5-TP05

Trial Pit R5-TP05 was excavated on 16/11/2020 and was 1.50m (L) x 0.30m (W) x 2.00m (D) at ITM 708177.1 E 738714.5 N.

The strata comprised a mid-brown sandy gravelly topsoil which was 0.20m in thickness. The trench was excavated to a depth of 1.60m when a service was encountered and natural ground was not exposed. There was two gravelly clay backfill layers which contained moderate sub angular and angular cobble inclusions above the pipe, the lowermost was grey and the uppermost was brown. No finds or features of archaeological significance were exposed in this trench.



Plate 9: Trial Pit R5- TP05.

Trial Pit R5-TP06

Trial Pit R5-TP06 was excavated on 16/11/2020 and was 1.50m (L) x 0.30m (W) x 2.00m (D) at ITM 708240.6 E 738731.7 N.

The strata comprised dark greyish brown slightly sandy slightly gravelly topsoil which was 0.20m in depth. Below this was a made ground layer which was 1.50m in depth and comprised a brown gravelly clayey sand which contained occasional angular to subangular cobbles, and modern debris material comprising fragments of metal, plastic and red brick. Below this was natural ground which was a brown sandy clayey gravel which was 0.30m in depth and this overlay rock which was exposed at a depth of 2m below ground level. No finds or features of archaeological significance were exposed in this trench.



Plate 10: Trial Pit R5- TP06.

8 Conclusion

The Dublin Bus Connects project is in the design phase at the moment and there will be changes to the route as that process continues and after the GI works are completed. There are no GI works along large sections of the project as the ground disturbance will be minimal as the routes will be along modified existing roads. The most intrusive works which may involve for example widening a corridor etc will be at the locations of the GI works which comprise nineteen investigation holes along Route 5.

The desk-based assessment has looked at all RMP sites, excavations, townland boundaries within a 350m radius of the GI works. Recorded Protected Structures within a 150m radius were detailed for this report and the topographical files were checked for stray finds within any of the townlands in which the GI works are located. There will be no direct impacts upon any RMP sites or RPS structures.

In order to protect the archaeological heritage, four GI investigations were identified as being in areas of archaeological potential based on their location in terms of Recorded Monument Sites and townland boundaries which may preserve much earlier land divisions (R5-TP03, R5-TP04, R5-TP05 and R5-TP06). The Tolka River is an ancient boundary as detailed in the archaeological and historical background section of this report. Of the four trial pits to be monitored two were cancelled; R5-TP03 and 04 which left R5-TP05 and 06 to be monitored.

Monitoring of the trial pits R5-TP05 and 06 confirmed that the original ground level may have been reduced during construction works associated with the adjacent roadways. A pipe was exposed at the base of R5-TP05 and a fill which contained modern debris material directly overlay the rock exposed in R5-TP06. The potential for archaeological remains to survive is not high at Areas of Archaeological Potential 3 and 4 (Figure 21).

As the locations of R5-TP03 and 04 which are located within Areas of Archaeological Potential 1 and 2 (Figure 20 and 21) were not excavated it is not possible to determine the ground conditions which may provide information on the degree of disturbance and the likelihood of encountering archaeology. This area is however an area of high archaeological potential given their location in proximity to the The Tolka River which is an ancient boundary as detailed in the archaeological and historical background section of this report.

Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping; disturbance by vehicles working in unsuitable conditions. Based on the results of the desk-based assessment an area of archaeological potential exists at Cross-Guns Bridge. In this area the road layout will be adjusted to widen the footpath on the western side and also at the location of a new footbridge across the Docklands Railway Line between Whitworth Road and the Royal Canal.

Any works in this area should be subject to further archaeological consultation once the design has been finalised taking into account the construction scenario, drainage etc so that further archaeological mitigation can be agreed prior to construction works. Further archaeological consultation will be required in relation to Areas of Archaeological Potential 1 and 2 given that no trial pits were excavated at these locations.

These recommendations are the professional opinion of the writer and based upon the findings of the desktop assessment, field inspection and monitoring of GI works. All archaeological recommendations are subject to further consultation and agreement with The National Museum and The National Monuments Section of the Department of Housing, Local Government and Heritage.

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Online sources

National Monuments Service <http://www.archaeology.ie/>
www.excavations.ie
www.heritagemaps.ie
www.logainm.ie

9 Appendix 1 NIAH Listed Structure

Ranelagh Bridge, CASTLEKNOCK (WITHOUT PHOENIX PARK), Blanchardstown, Fingal

Reg No: 11354004

Rating: Regional

Categories of Special Interest: Architectural Technical

Original Use: Bridge

In Use As: Bridge

Date: 1800 - 1820

Coordinates: 309102, 238167

Description

Single-arch humpback road bridge over Royal Canal, c.1810, now pedestrianised.

10 Appendix 2 Previous Archaeological Excavations

County: Dublin **Site name:** PHOENIX PARK RACECOURSE, CASTLEKNOCK

Sites and Monuments Record No.: N/A **Licence number:** 03E1682

Author: Patricia Lynch, 27 Hilltown Way, Swords, Co. Dublin, for Archaeological Development Services Ltd.

Site type: No archaeological significance

ITM: E 710260m, N 737395m

Latitude, Longitude (decimal degrees): 53.375217, -6.342927

The site, in the grounds of the former Phoenix Park Racecourse, consists of c. 45.8ha and is located on both sides of the Navan Road. An Bord Pleanála has granted planning permission for a development incorporating 2314 dwellings as well as retail/commercial premises, childcare facilities, parking and associated services. This first phase is scheduled to take place over the next five to ten years, with groundworks and topsoil-stripping taking place on a phased basis. There are no known archaeological sites on the proposed development site.

In all, fifteen trial pits were dug. One was dug in the entranceway of the racecourse, five pits were located in the vicinity of the demolished buildings of the racecourse, four were located in the vicinity of the building formally known as 'Total Fitness' and three were located in the vicinity of the racetrack. Two were located across the Navan Road in the location of a proposed train station.

Monitoring was carried out at the entranceway of the racecourse, to the north of the demolished buildings of the racecourse, in the vicinity of the building formally known as 'Total Fitness' and in the vicinity of the racetrack. Topsoil-stripping was carried out using a medium-sized earth remover with grading bucket. Topsoil-stripping was also carried out across the Navan Road in the location of a proposed attenuation area and silt trap.

Monitoring was carried out between 8 March and 21 May 2004 and no artefacts or sites of archaeological significance were identified.

County: Dublin **Site name:** TESTING AREAS 10–12, CASTLEKNOCK AND BLANCHARDSTOWN

Sites and Monuments Record No.: N/A **Licence number:** 05E0065

Author: Linda Clarke, Archaeological Consultancy Services Ltd, Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth.

Site type: No archaeological significance

ITM: E 709624m, N 738061m

Latitude, Longitude (decimal degrees): 53.381340, -6.352247

An assessment was carried out in advance of the planned M50 upgrade. Testing Areas 10–12 was located in the townlands of Castleknock (10–11) and Blanchardstown (12) and were adjacent to the N3 Castleknock/Blanchardstown interchange. The testing methodology, where possible, generally consisted of mechanically excavating 2.3m-wide test-trenches along the centre of the testing area, with offsets every 15m across the site. The combined area of test-trenches excavated in Testing Area 10 was 2633.5m², in Testing Area 11 was 618.5m² and in Testing Area 12 was 1725.9m². Natural subsoil was not exposed in Testing Areas 10 or 11. Redeposited natural subsoil and built-up material was identified throughout. Natural subsoil was exposed in Testing Area 12. No features of archaeological significance were identified and no finds were recovered.

County: Dublin **Site name:** Castleknock

Sites and Monuments Record No.: DU014–034 **Licence number:** 07E0863

Author: Aaron Johnston, for Cultural Resource Development Services Ltd, Unit 4A, Dundrum Business Park, Dundrum, Dublin 14.

Site type: No archaeological significance

ITM: E 709411m, N 738092m

Latitude, Longitude (decimal degrees): 53.381662, -6.355436

A pre-development test excavation was carried out in Castleknock within a section of the development corridor for the proposed Blanchardstown regional drainage scheme, on behalf of Fingal County Council. The works were carried out on 25–26 September 2007. Testing was undertaken here due to the proximity of the proposed pipeline route to the site of an early medieval cemetery.

The proposed development will extend along the banks of the River Tolka and the Royal Canal, crossing through the townlands of Parslickstown, Coolmine, Buzzardstown, Corduff, Deanestown, Blanchardstown, Castleknock and Ashtown. At the time of writing the exact route of the proposed pipeline within the development corridor, other than at Castleknock, had not been confirmed. It is estimated that the proposed pipe trench will measure between 2.5m and 4m in width and require an associated machine wayleave of up to 20m in width during its construction phase. An assessment of the proposed development identified the section immediately west and south of the early medieval cemetery as being of significant archaeological potential. The current investigations were undertaken to confirm whether any associated archaeological remains were located in this section of the pipeline route and its associated wayleave.

Two test-trenches were excavated across the previously undisturbed sections of the pipeline route. Metal detecting of soil excavated during testing was also undertaken (Licence 07R160). No archaeological features were exposed during testing and no archaeologically significant finds were recovered.

It was proposed that a test excavation also be undertaken at the Tolka River. Unfortunately, it proved impossible to access the area with suitable machinery during the current phase of works.

County: Dublin **Site name:** Parslickstown/Coolmine/Corduff/
Deanestown/Blanchardstown/Castleknock/Ashtown

Sites and Monuments Record No.: N/A **Licence number:** 08E0146

Author: Mandy Stephens, CRDS Ltd, Greenanstown, Stamullan, Co. Meath.

Site type: No archaeological significance

ITM: E 709233m, N 737197m

Latitude, Longitude (decimal degrees): 53.373652, -6.358419

Monitoring of geotechnical trial pits and boreholes took place in advance of the proposed Blanchardstown Regional Drainage Scheme in the Blanchardstown/Castleknock Area of north County Dublin. The proposed development corridor extends along the River Tolka and the Royal Canal, crossing through the townlands of Parslickstown, Coolmine, Corduff, Deanestown, Blanchardstown, Castleknock and Ashtown. The proposed pipe trench will measure between 2.5m and 15m in width and require an associated wayleave of up to 25m in width during its construction phase.

Nothing of archaeological significance was identified in the course of monitoring of geotechnical test-pits and boreholes along the route of the proposed development.

Excavation Licensed Sites: 08E0147

Excavation Number 08E0147

Site Address Mill Road, Blanchardstown, Dublin

Licencee Brendan Fagan

Excavation Type Archaeological Testing

Archaeology Found No

Consultancy Cultural Resource Development Services Ltd

11 Appendix 3 RMP Files

RMP Number	Classification	Description	Townland
DU013-035	MILL	Named 'corn mill' on the 1837 OS 6-inch map. This 19th century, four bay, three storey mill probably occupies the site of an earlier mill. Described in the Civil Survey (1654-6) as 'one waste mill' belonging to Simon Luttrell (Simington 1945, 242). Test excavation (Licence no. 08E0147) was undertaken in the vicinity in advance of the Blanchardstown Regional Water Scheme but no archaeological remains were identified. Compiled by: Geraldine Stout Updated by: Christine Baker Date of upload: 20 January 2015	BLANCHARDSTOWN
DU014-043	Burial Ground	The 1938 OS map locates the burials ground next the River Road cottages. The finding of a skeleton and two skulls in a field near the river Tolka were first reported to the National Museum of Ireland by the Garda Sergeant at Blanchardstown in 1937. In 1938 the National Museum led an excavation there. About one third of the site was excavated and almost 400 skeletons of men, women and children were uncovered and removed for examination. Blue and white glass beads, a lignite ring, bronze pins, flint arrowheads and some iron objects were found with them. A silver coin of Eadgar of England dated AD 967 was also found indicating the site was in use in the 10th century (NMI Topo Files). Currently a field of pasture.	CASTLEKNOCK (Without Phoenix Park)