Archaeological Monitoring and Excavation Report

Priorsland Park & Ride,

Brenanstown,

Dublin.

Ministerial Consent: C329:
National Museum of Ireland Ref.: E4059
Planning Ref.: P.0918/10
Director: Emer Dennehy
Townland: Brenanstown
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EXECUTIVE SUMMARY

In 2010, the Railway Procurement Agency (RPA) received planning permission from Dún Laoghaire-Rathdown County Council to construct a temporary 350 space Park & Ride facility and access road for Luas Cherrywood at Priorsland, Brenanstown townland, Dublin (Planning Ref. P.0918/10; Figure 1). Luas Cherrywood is an extension to the existing Luas Green Line running from Sandyford to Bride's Glen. The temporary "Priorsland" Park & Ride facility is located off the existing Carrickmines roundabout (Junction 15, M50) and includes public lighting, drainage, fencing, bicycle stands, ticket vending machines, a pedestrian access to the Carrickmines Luas Stop and a bus drop off facility.

Ground investigation works at the site were carried out in November 2010; construction of the temporary Park & Ride commenced in June 2011. The facility opened in November 2011. All ground investigations and topsoil clearance associated with the development of this facility were archaeologically monitored under an addendum to the existing Ministerial Consent (C329: E4059), granted for this site by the Minister for the Environment, Heritage and Local Government (now Minister of Arts, Heritage and Gaeltacht Affairs).

The archaeological monitoring of topsoil clearance identified a series of machine cut rubbish pits and stone lined drains in addition to one archaeological feature. The latter comprised a possible fire pit (C.10), surrounded on the west and south by a series of 8 stakeholes. This feature exhibited evidence of at least two episodes or phases of use, the most recent of which was dated to cal. AD 769–892.

All post-excavation analysis on this site is now complete; no further reports are pending.

1.0 INTRODUCTION

In 2010, the Railway Procurement Agency (RPA) received planning permission from Dún Laoghaire-Rathdown County Council to construct a temporary 350 space Park & Ride facility and access road for Luas Cherrywood at Priorsland, Brenanstown townland, Dublin (Planning Ref. P.0918/10; Figure 1). Luas Cherrywood is an extension to the existing Luas Green Line running from Sandyford to Bride's Glen. Luas Cherrywood opened on 16th October 2010. The temporary "Priorsland" Park & Ride facility is located off the existing Carrickmines roundabout (Junction 15, M50) and includes public lighting, drainage, fencing bicycle stands, ticket vending machines, a pedestrian access to the Carrickmines Luas Stop and a bus drop off facility.

The Park & Ride facility encompasses a 1.55 hectare site located in the townland of Brenanstown. Ground investigation works at the site were carried out in November 2010; construction of the temporary Park & Ride commenced in June 2011. The facility opened in November 2011. All ground investigations and topsoil clearance associated with the development of this facility were archaeologically monitored under an addendum to the existing Ministerial Consent (C329: E4059), granted for this site by the Minister for the Environment, Heritage and Local Government (now Minister of Arts, Heritage and the Gaeltacht).

2.0 LUAS GREEN LINE (CHERRYWOOD EXTENSION)

Luas Cherrywood is a 7.5km extension to the existing Luas Green Line (St. Stephen's Green to Sandyford) to Bride's Glen. Luas Cherrywood serves 9 new Luas Stops and supports the Land Use Objectives developed by Dún Laoghaire-Rathdown County Council.

Stops are located at Central Park, Glencairn, The Gallops, Leopardstown Valley, Ballyogan Wood, Carrickmines, Laughanstown, Cherrywood and Bride's Glen. Two stops at Brenanstown and Racecourse are future stops and will open for passenger service in advance of development in their immediate catchment area.

The Railway Order for Luas Cherrywood provides for a permanent 350 space Park & Ride facility adjacent to the Carrickmines Stop (Figure 1). It was originally anticipated that this facility would be developed by Carrickmines Property Ltd. on behalf of RPA, the chosen site for which lay central to their development lands. However, due to delays with the development by Carrickmines Property Ltd., RPA progressed the development of a 6 year temporary Park & Ride site for Luas Cherrywood (Figure 1). The temporary Park & Ride

facility is now located within the northeast corner of the Carrickmines Property Ltd. development lands to southeast of Carrickmines Stop.

2.1 Site location

Priorsland Park & Ride is located in Brenanstown townland, South County Dublin. It is bounded by the Carrickmines River to the south, by Priorsland House (a protected structure RPS 1746) and gardens to the west, by Luas Cherrywood and Carrickmines Stop to the north, and by a pasture field to the east. The M50 motorway is located *c.*135m to the south of the Park & Ride. Prior to the commencement of construction works, the site comprised arable land (Plate 1).

3.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

There are no Recorded Monuments (RMPs) for the temporary Park & Ride site but the site is located in a rich archaeological and historical background, with evidence of human occupation from the Neolithic to the present day.

The earliest evidence for the human occupation in Brenanstown is a Portal Tomb (RMP DU026:007) of Late Neolithic/Early Bronze Age date located *c.*705m east of the proposed Park & Ride site. Significant evidence of Bronze Age occupation has been identified both within Brenanstown townland and the neighbouring townland of Carrickmines Great. A Bronze Age settlement site was excavated in Brenanstown *c.*630m east of the Park & Ride site while two burnt mound sites were excavated in the townland of Carrickmines Great, located *c.*560m and *c.*888m southeast of the Park & Ride respectively (Johnson 2006, Reilly 2002a & 2002b). Possible prehistoric archaeology in the form of an isolated post-hole and two prehistoric finds (a pottery sherd and a flint scraper) were identified during archaeological testing of the original proposed Park & Ride site in the centre of the Carrickmines Property Ltd. development lands (Cryerhall 2005).

Evidence of Bronze Age ritual activity in Brenanstown occurs in the form of a standing stone (RMP DU026:118) located *c.*880m to the northeast of the temporary Park & Ride site.

Early and late medieval sites within Brenanstown/Carrickmines Great townland comprise the remains of a possible enclosure site (RMP DU026:00801) located *c.*300m southeast of the temporary Park & Ride site. A watermill of presumed medieval date is also located *c.*302m to the southeast (RMP DU026-080002). The most significant late medieval monuments in the vicinity of the temporary Park & Ride are Carrickmines Castle (RMP DU026-005001), located in the townland of Carrickmines Great *c.*270m to the west, and the adjacent Pale Boundary

(RMP DU026:115). Carrickmines Castle was the subject of extensive excavations in advance of the construction of the M50 south-eastern motorway.

3.1 Cartographic analysis

The area of the temporary Park & Ride site is illustrated on John Rocque's 1760 "*Map of the County of Dublin*", where it is depicted as a rectangular field to the north of Carrickmines River. A structure on the road frontage to the west marks the site of present day Priorsland House. Taylor's 1816 "*Map of the Environs of Dublin"* depicts the area of the site, as relatively unchanged since 1760, despite the development of the Ballyogan and Glenamuck Roads and the considerable expansion of the neighbouring Carrickmines Village.

By the time of the recording of the 1st Edition Ordnance Survey Map of 1837, Carrickmines Village had suffered significant decline with Carrickmines Castle (RMP DU026:005) marked as *"Site of Castle"*. The Priorsland House complex is clearly marked on this map, to the west of the temporary Park & Ride site. The area of the temporary Park & Ride site remains relatively unchanged, though now it is defined in the north by the Old Harcourt Street Railway line and "*Course of Watermain*" associated with Dublin Corporation Waterworks.

3.2 Recent archaeological investigations

In 2005, limited archaeological testing (Licence Ref. 05E0010) of the originally proposed site of the Park & Ride facility, in the centre of the Carrickmines Property Ltd. development lands, was undertaken. Possible prehistoric archaeology in the form of an isolated post-hole and two prehistoric finds (a pottery sherd and a flint scraper) was identified (Cryerhall 2005; Figure 1).

In 2007, a geophysical survey of the Carrickmines Property Ltd. development site, incorporating the site of the temporary Park & Ride, was undertaken (Harrisson 2007; Licence Ref. 07R0115). No clearly defined areas of archaeological potential were identified by this survey. Several positive responses and curvilinear trends were identified throughout the area of the Park & Ride which may relate to ephemeral or plough damaged archaeological remains (Figure 2).

In 2008, archaeological monitoring of works associated with culverting of the Carrickmines River was undertaken (Frazer & Eriksson 2008; C196). This work was concentrated in the southwest of the Carrickmines Property Ltd. site, where the access road to the Priorsland Park & Ride was constructed (Figure 1; Plate 2). A metal detection survey was also undertaken in tandem with the archaeological monitoring. A number of machine dug rubbish

pits were recorded by the monitoring archaeologist. The metal detection survey (Licence Ref. R202) identified one find comprising a large cast hollow backed copper alloy buckle of mid 18th century date.

In 2009, archaeological testing (C329) and a metal detection survey (Licence Ref. R202) of the site of the temporary Park & Ride facility was undertaken (Clutterbuck 2010; Figure 2). Eleven test trenches, totalling 627.4 linear metres, were excavated across the extent of the temporary Park & Ride site. Potential archaeological features were identified in three trenches comprising two possible pits (F901 & F201), one of which may correspond to an anomaly identified during the course of the geophysical survey, and a ditch/gully (F1601). Ninety-five metal objects were identified during the metal detection survey, 52 of which were nails. Twenty-eight of the remaining finds were heavily corroded and unidentifiable, the remaining 14 were agricultural in nature comprising iron horse shoes and bucket fragments. One find may represent the remains of a decorated cheek piece for a horse bridle.

On foot of the archaeological testing, the temporary Park & Ride facility was redesigned such that only one of the potential archaeological features identified by the archaeological testing was located within the site boundary. This feature, Pit F901, was located on the alignment of the Park & Ride access road and was described within the archaeological testing report as containing a charcoal enriched fill. Two potential stakeholes were also noted in the vicinity of Pit F901.

4.0 ARCHAEOLOGICAL MONITORING

Two phases of archaeological monitoring, associated with the construction of the temporary Park & Ride facility, were subsequently undertaken. The first, in November 2010, related to the monitoring of the excavation of geotechnical boreholes. The second, carried out intermittently from June to August 2011, related to the monitoring of bulk topsoil clearance from the site of the temporary Park & Ride and its associated access route.

4.1 Phase I - Geotechnical Boreholes

Twelve geotechnical boreholes were excavated across the site of the temporary Park & Ride and its associated access road on 19th November 2010 (Figure 1). An inspection pit, measuring 1m square, was hand excavated at the location of each borehole to the depth of the underlying subsoil; from which point the excavation works were undertaken mechanically to the required depth.

All twelve inspection pits were subject to archaeological monitoring. Topsoil (C.1) excavated at the borehole locations comprised a dark orange-brown moderately compact silty-clay with occasional inclusions of small granite pieces. Subsoil (C.15) was generally encountered at a depth of 0.50m and comprised mid orange-brown moderately compact silty-clay.

The topsoil at the location of Boreholes 1 and 2 survived to a much shallower depth of 0.05–0.20m. At Borehole 1, extensive evidence for previous phases of ground disturbance was identified in the form of 20th century rubbish pits containing large quantities of 19th and 20th century glass and ceramics. These rubbish pits are located in proximity to Priorsland House (RPS 1746) and it is therefore interpreted that these features are kitchen middens (refer to Section 4.2). Similar stratigraphy was noted during the archaeological monitoring of this location in 2008 (Frazer & Eriksson 2008; C196; refer to Section 3.2).

4.2 Phase II – Topsoil Clearance

Large scale topsoil clearance at the site of the temporary Park & Ride and its associated access road was carried out under direct and continuous archaeological supervision from the 20th to 28th June 2011 and on the 19th August 2011. The topsoil clearance was carried out using two 360° track machines, each fitted with a toothless grading bucket. All topsoil was removed to cleanly expose the underlying subsoil (C.15; refer to Addendum A) which comprised mid orange-brown moderately compact silty-clay.

The removal of topsoil commenced on the alignment of the access road, linking the temporary Park & Ride with the M50 motorway via the Glenamuck Road round-a-bout (Plate 3). This area had previously been partially excavated in 2008 under archaeological supervision to accommodate the construction of a culvert for the Carrickmines River (Frazer & Eriksson 2008; C196). The monitoring of topsoil clearance identified the area of the access road to be heavily disturbed with topsoil surviving to an average depth of 0.05m. A number of modern north-south orientated field drains were noted, the intended purpose of which appeared to be to draining the lands of Priorsland House into the adjacent Carrickmines River (Figure 1). Three machine cut rubbish pits were also identified in this area and correlated the findings of the archaeological monitoring in 2008 (refer to Section 3.2) and 2010 (refer to Section 4.1; Plates 4). These pits were rectangular in plan and measured 2m in length by 1m in width. The pit fill comprised charcoal, fire cinders, animal bone, broken ceramic crockery, ceramic sewer pipe fragments and broken glass bottles and jars.

Due to the required foundation level of the access road, it was determined that the drains and rubbish pits would not be impacted by the construction works and preservation *in situ* of these features was facilitated.

The archaeological testing report identified a potential archaeological feature (F901) on the alignment of the Park & Ride access road (Clutterbuck 2010; Figure 2). F901 was described as a pit associated with two potential stakeholes. This feature was identified by the archaeological monitoring and confirmed to be non-archaeological in nature, comprising a small northeast-southwest orientated field drain. The drain fill comprised a dark grey-black silty-clay with inclusions of decayed granite and limestone.

On completion of the topsoil clearance from the access road, work progressed with the bulk removal of topsoil from the area of the temporary Park & Ride (Plates 5 & 6). Topsoil at this location was generally 0.50m in depth but increased to a depth of 0.70m in the vicinity of the site boundaries. A number of in-filled archaeological test trenches and one archaeological feature (Pit C.10; refer to Section 5.0) were identified during the archaeological monitoring works (Plate 5).

Approximately seven field drains were also recorded during the archaeological monitoring. These drains were orientated in a northeast-southwest direction and had an average depth and width of 0.50m. Each field drain was lined with uncut granite stones averaging 0.20m in length, width and depth (Plate 7).

A large concentration of granite boulders was recorded towards the centre of the site, where bedrock was noted at a higher level to the surrounding area (Plate 8).

5.0 ARCHAEOLOGICAL EXCAVATION

The archaeological monitoring of topsoil clearance identified one archaeological feature, comprising a possible fire pit (C.10; Plates 9-12), surrounded on the west and south by a series of eight stakeholes (refer to Addendum A–E). These features were located towards the northeast corner of the site, 25m from the northern site boundary, in an uphill area of the site which sloped distinctly from northeast to southwest. Analysis of the excavated stratigraphy suggests the pit had two distinct episodes of use (Phase I & II; refer to Addendum C). Radiocarbon analysis of charcoal retrieved from the Phase II confirming the feature to be early medieval in date (refer to Addendum E).

5.1 Phase I

Activities on the site commenced with the excavation of a Pit C.10 and the insertion of two stakes (C.9 and C.13) adjacent to the pit's northwest side (Figure 3; refer to Addendum A & C).

Pit C.10: The original cut of Pit C.10 was circular in plan with a sharp break of slope top, straight sides and a flat base. There was evidence of extensive disturbance to the pit cut in the southwest, at which point the sides did not survive. However, it is interpreted that this is a consequence of Phase II activities rather than damage arising during Phase I (refer to Section 5.2; Plates 7, 11, & 12). The pit was excavated to original dimensions of 1.10m in length (north-south) by 0.45m in width. The pit depth varied from 0.02m in the south to 0.13m in the north. No fills relating to this feature's first episode of use survived, suggesting it was either extensively cleaned on completion of its initial phase of use or, more probably, on the commencement of Phase II activities.

Stakehole C.9: This stakehole was located adjacent to the upper northwest side of Pit C.10, and 0.12m south of Stakehole C.13 (Plate 10). The cut indicated the angled insertion of circular stake tapered at base to a round point. The original stake measured 0.19m in width and was inserted to a surviving depth of 0.16m. It is interpreted that the stake was removed from the northwest prior to decay. The stake cut contained a single fill C.8 which comprised a mid grey-brown moderately compact silty-clay with 10% inclusions of charcoal flecks. The nature of the fill suggests it was water washed and that upon removal of the stake, the stakehole was left open to the elements for a period of time allowing it to infill naturally.

Stakehole C.13: This stakehole was located adjacent to the upper north side of Pit C.10, and 0.12m north of Stakehole C.9 (Plate 10). The cut indicated the vertical insertion of an oval stake tapered at base to a blunt point. The original stake measured 0.16m in diameter and was inserted to a surviving depth of 0.095m. The stakehole cut was in-filled with C.7, a lining deposit relating to Phase II activities. This suggests the stake was removed vertically at the commencement of Phase II (refer to Addendum C).

5.2 Phase II

Phase II activities commenced with the removal of Stake C.13, the cleaning and elongation of Pit C.10 and the relining of same prior to the lighting of a charcoal fire. This phase of activity also entailed the insertion of six stakes (C.5A, C.5B, C.6, C.11, C.12 and C.14) along the southeast side of Pit C.10 which may have functioned as a temporary windbreak; however this interpretation is tentative (Figure 3; refer to Addendum A & C). Upon cessation

of use, the surrounding stakes were removed and the fire was quenched. It is probable that this phase of use was cut short by the accidental burning of three stakes (C.5A, C.5B, and C.6) forcing the site user/s to remove the adjacent stakes and quench the fire.

Pit C.10: At the commencement of Phase II activities, Pit C.10 was cleaned resulting in a truncation of the pit's southwest side. The level of the original ground surface surrounding the pit to the south and west was marginally reduced in height at this time. This may have been an attempt to create a more level work surface surrounding the pit, due to its location on a natural slope. The levelled area to the south and west of the pit measured 0.50m north-south by 1m east-west (Figure 3; Plates 11 & 12).

On completion of the cleaning and levelling, Pit C.10 was lined on its north, west and east sides and on its base with a thin layer of redeposited natural subsoil (C.7). This lining also covered the site of Phase I Stakes C.13 and C.9 and reduced the internal dimensions of Pit C.10 such that it measured 0.80m north-south by 0.06m in depth.

Pit C.10 contained 2 additional fills C.3 and C.2 (Plates 9 & 10). C.3 comprised a 0.10m deep deposit of ash charcoal which lined the pit in the north, east and west and which dates to cal. AD 769–892 (refer to Addendum D & E).

C.3 was overlain by C.2 which comprised a dark grey charcoal enriched moderately compact silty-clay. This layer appears to be a quenching layer and was predominantly confined to the southern half of Pit C.10 (Plate 9).

Stakehole C.5: Cut of double stakehole located 0.12m to the southwest of Pit C.10 (Plate 10). The cut indicates the angled insertion of two circular stakes (C.5A & 5B). Both stakes were tapered at base to a round point. Stake C.5A had a diameter of 0.07m and was inserted to a surviving depth of 0.10m. Stake 5B had a diameter of 0.04m and was inserted to a surviving depth of 0.05m. The stakehole cut was infilled with C.4 comprising a dark grey brown moderately compact plastic silt-clay with inclusions of 10% charcoal and 2% oxidised clay. This fill indicates that both stakes burnt *in situ* (refer to Addendum A and E).

Stakehole C.6: This stakehole was located 0.14m to the southeast of Pit C.10 and 0.18m to the south of stakeholes C.5A and C5B. The cut indicates the vertical insertion of an oval stake tapered to a round point. The original stake had a diameter of 0.09m and was inserted to a surviving depth of 0.09m. It was infilled with C.4, suggesting that the stake burned *in situ* in tandem with stakes C.5 A and B.

Stakehole C.11: This stakehole was located 0.40m to the southeast of Pit C.10. The cut indicates the vertical insertion of large oval stake tapered at base to a round point. The original stake had a diameter of 0.18m and was inserted to a surviving depth of 0.23m.

Stakehole C.12: This stakehole was located 0.10m to the southeast of Pit C.10. The cut indicates the vertical insertion of large oval stake tapered at base to a round point. The original stake had a diameter of 0.18m and was inserted to a surviving depth of 0.23m.

Stakehole C.14: This stakehole was located 0.06m to the southeast of Pit C.10. The cut indicates the vertical insertion of an oval stake tapered at base to a round point. The original stake had a diameter of 0.10m and was inserted to a surviving depth of 0.11m.

Stakeholes C.11, C.12 and C.14 were all infilled with the quenching deposit C.2, suggesting all 3 stakes were removed prior to the quenching of the fire in Pit C.10.

5.3 Interpretation

Archaeological monitoring of topsoil removal from the site of the temporary Park & Ride at Priorsland, identified a single archaeological feature comprising an early medieval (8^{th}/9^{th} century) pit surrounded by a series of 8 stakeholes.

On the basis of the feature's charcoal enriched fill C.3, it is interpreted that the Pit C.10 was a fire pit with two distinct episodes of use. The first phase of use commenced with the construction of the pit, and the insertion of two stakes adjacent to the pit's northwest side. On cessation of use, one of the surrounding stakes (C.9), was removed with the second stake (C.13) remaining *in situ* possible as a marker. The maintaining of a marker post would indicate the intention of the original user/s to return to the site.

As the Pit C.10 was cleaned out at the commencement of Phase II, it is not possible to make any definitive statements as to the original function and/or use period of this feature. The water washed nature of C.8 (the fill of stake C.9) would suggest the feature remained abandoned and open to the elements for some period of time.

On returning to the site, the Phase II activities commenced with the removal of the remains of stake C.13, the careful cleaning of Pit C.10 and lining of same with a relatively thin layer of redeposited natural soil. The purpose of this lining is unsure, however it is most probable that it served the dual purpose of providing stability to the pits shallow sides, and increased the heat retention properties of the pit when it was lit with a fire. It is probable that the six stakes were inserted to the south and west of Pit C.10 in tandem with the cleaning and lining of the pit. The function of the stakes is uncertain as they were not laid out in any distinct pattern;

their clustering to the south and west of Pit C.10 does however suggest that they most likely functioned as a temporary wind break, rather than as a spit-type feature. The position of the stakes marginally down slope and to the south and west of Pit C.10 would also suggest that all access to and activity relating to the pit, such as tending the fire etc., took place in the northeast.

C.2, the main fill of Pit C.10, was concentrated to the north, east and west of the pit, and comprised a dense layer of ash charcoal. The nature of the fill and the absence of underlying oxidised clay would suggest that the firing of Pit C.10 commenced by lining the pit with a layer of charcoal rather than with wood gathered from the site's immediate vicinity.

At some point during Phase II, it would appear that either the user/s lost control of the fire within Pit C.10, or that the fire was deliberately allowed to get out of control resulting in the setting alight stakes C.5 (A & B) and C.6. Following on from this event, the remaining stakes, C.11, C.12 and C.14, were removed and the fire was quenched by suppressing the flames with a deposit of soil (C.2). Once the fire was quenched and the stakes removed, the fire pit was abandoned.

Given the shallow nature of the pit, coupled with the underlying stony nature of the subsoil, there is a potential that additional features were originally associated with the pit but may either have been truncated through previously land alteration activities such as ploughing or the excavation of drains. Alternatively, associated features may have been too shallow to have been identified by the naked eye or may have been located to the north of the site and removed through works associated with the construction of the adjoining Harcourt Street railway line which bounds the site to the north.

6.0 DISCUSSION

The fire pit (C.10) was constructed and used during the early medieval period and exhibited two distinct episodes or phases of use. The initial phase of use (Phase I) comprised the excavation of a pit and the insertion of two stakes, one of which appears to have been left *in situ* as a location marker to accommodate the relocation and reuse of the site on a future date. During Phase II, the fire pit was cleaned and re-lined, the surrounding ground surface was levelled and a larger number of stakes were inserted around the pit. The latter were presumably inserted to protect the pit from winds and to function as a windbreak. The more complex establishment of the site for use during Phase II may indicate an intention to remain at the site for a more prolonged period of time or may indicate a change in intended function, for which we have no surviving remains.

The function of the fire pit (C.10) is unclear, while providing heat it may also have been used for the cooking of food; however no food debris such as animal bone or hazelnut shells were retrieved during the course of the excavation and subsequent post-excavation analysis (refer to Addendum D). The lack of associated finds, such as slag or large quantities of seeds coupled with the lack of oxidised clay would indicate that the pit did not serve either an industrial or quasi-industrial function such as the smelting of metals or as kiln for the drying of seeds and would also prohibit any potential ritual interpretation. The relatively small size of the pit would preclude its interpretation as a charcoal production pit. The size of the pit, the presence of a probable marker post (C.13) coupled with reuse of the pit after a period of abandonment, could suggest that the feature may have been associated with a temporary camp site.

The presence of a marker post would further suggest that this site was established for transient use on a known route for chosen activities and expresses a deliberate intention to return to the area. This intention to return may have been influenced by the site location itself, which by virtue of being on a low hill would have ensured the site was well drained and dry while the nearby Carrickmines River guaranteed the presence of fresh clean water which may also have provided a food source through the fish it contained and the flora on its banks.

The use of charcoal rather than firewood would also suggest that the user/s was prepared and did not rely on gathering firewood from the surrounding environment, which may have been damp and consequently unreliable as a quick heat source. The use of charcoal rather than firewood is well documented within the medieval period, due to the fact that it is lightweight, easy to carry, lights quickly and reaches and maintains a high temperature in a relatively short period of time. This is especially true of the Ash charcoal recovered from this site, as ash in particular is renowned for its heat retention properties (refer to Addendum D).

The find of an isolated pit such as this is not an unusual occurrence within the archaeological record, with archaeological investigations identifying similar features across Ireland; the majority of which are also recorded as being sited on a low hill or slope. In the majority of instances these pits are found in isolation of associated settlement activity or settlement material such as food waste or structural remains. In general, these features are oval or irregular in plan, often exceeding 1.2m in length with flat bases, and are similarly shallow ranging from 0.20–0.28m in depth, e.g. Curryhills Kildare (Byrne 2000; AD1005–1185), Cahernalough, Co. Clare (Hull 2002) and Ballystruan 3, Co. Dublin (Frazer 2009). Similar features were also recorded to the southwest of Brenanstown within the neighbouring

townland of Carrickmines Great (Sites 2 and 8) in lands now occupied by the site of Carrickmines Retail Park (Tobin 2004)

Multiple episodes of use such as that exhibited at Brenanstown are also common amongst this site type having been identified at Barefield, Co. Clare (Casey 2004) and Adamswood, Co. Limerick (Taylor 2002).

In the 8th and 9th centuries, during which time the Pit (C.10) was within its second phase of use, the surrounding landscape was the focus of both ecclesiastical and secular activity. Examples of which include the early medieval enclosures within Brenanstown (RMP DU026-080001) and Laughanstown (RMP DU026:006) located *c.*300m and *c.*600m to the southeast of the site respectively. The focus of numerous pilgrims at this time was the ecclesiastical settlement of Kilgobbin (RMP DU025:016). Although located approximately 3.5km to the southwest of Brenanstown, this was a highly prominent site within the contemporary landscape; which during the years AD650–950 was surrounded by a complex arrangement of enclosures, field systems and corn drying kilns (Bolger 2008).

As the Phase II use of Pit (C.10) dates to the 8th/9th century, it is possible that the site may have been constructed and used at a time of turmoil contemporary to the Viking invasions/occupation of the area. During this time frame, the lands of Kilgobbin, Brenanstown and Carrickmines became part of the Scandinavian Kingdom of Dublin. The presence of Rathdown Slabs within the aforementioned ecclesiastical settlement of Kilgobbin are further indicative of the Viking presence in this landscape during the period of time at which the pit (C.10) was in use.

Given the broad date returned by the C14 analysis, it is not possible to provide any further interpretation as to the potential archaeological background or intended use of this site

6.1 Further work

No artefacts were retrieved during the course of the archaeological monitoring and resultant excavations. All archaeological and environmental analysis for the previous archaeological investigations is now complete. There are no pending reports; the previous report should be viewed as final.

6.2 Publication

A summary account of the previous works was submitted for publication in *Excavations 2011.*

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ADDENDUM A – CONTEXT REGISTER

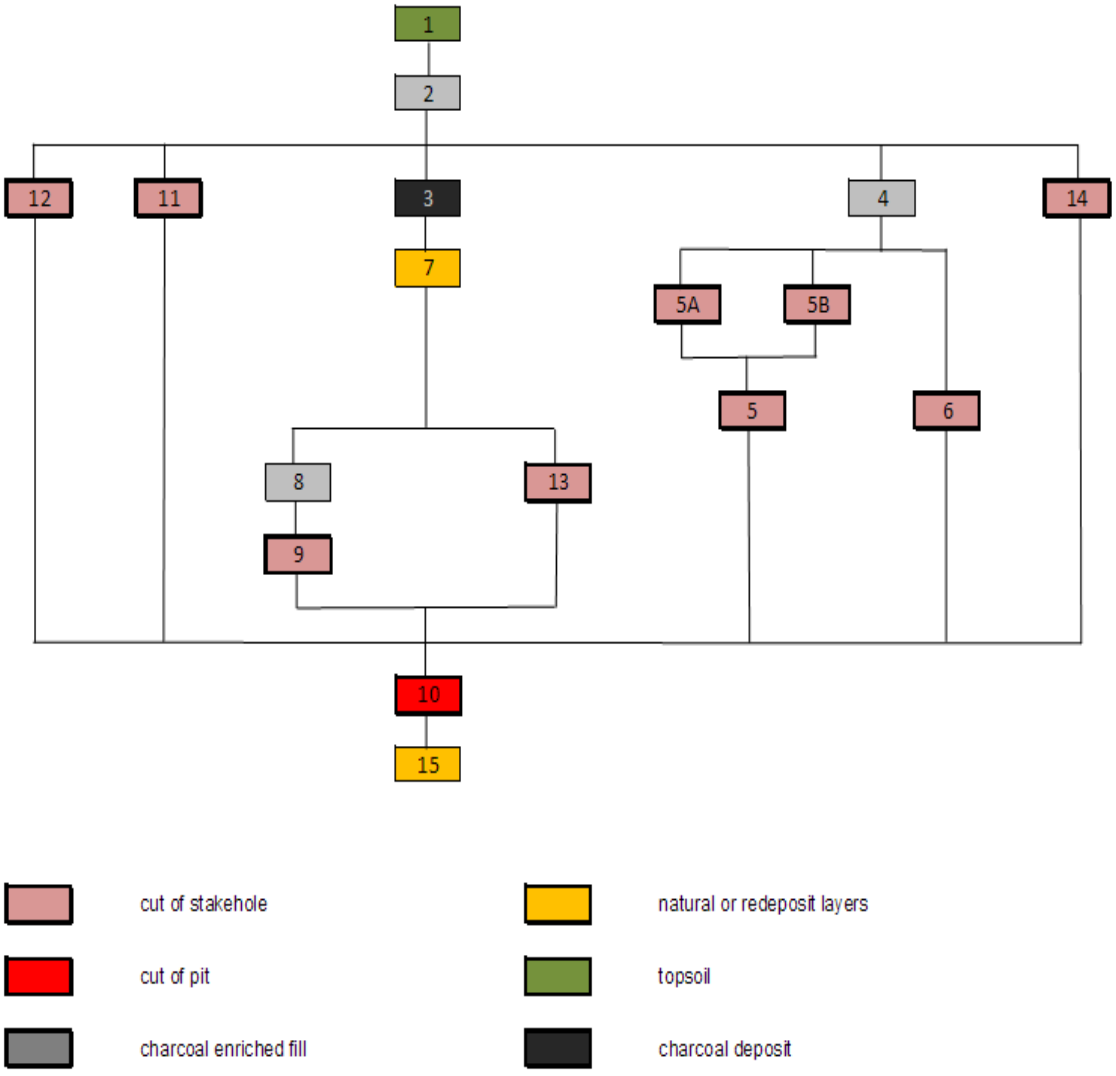
Context No.	Description	Phase	Date
1	**Topsoil**: Dark orange brown moderately compact clay-silt. Inclusions: 5% small limestones and fractured granite and 30% granite boulders. This deposit varied in depth from 0.05m in the vicinity of the access road (due to previous ground disturbance) to a maximum of 0.70m.	N/A	20/06/2011
2	**Fill (of Pit C.10):** Dark grey charcoal enriched moderately compact silty-clay. Inclusions: 30% large charcoal flecks, 1% fine granite. 0.20-1.05m in length (East-West); 0.40-0.82m in width; 0.03-0.05m in depth, increasing to 0.20m within post C.12.	II	20/06/2011
3	**Fill (of Pit C.10)**: Charcoal deposit lining base of Pit C.10. Inclusions: 5% oxidised clay and 5% silt-clay. 0.70m in length (East-West); 0.60m in width; 0.01-0.10m in depth.	II	20/06/2011
4	**Fill (of Stakeholes C.5 and C.6)**: Dark grey brown moderately compact plastic silt-clay. Inclusions: 10% charcoal, 2% oxidised clay, 2% granite pebbles and grit. 0.09-0.14m in length (East-West); 0.09-0.14m in width; 0.05-0.10m in depth	II	20/06/2011
5	**Cut of Double Stakehole (Filled by C.4):** Oval in plan with moderate break of slope top, concave sides and rounded base with double break of slope. Cut indicates angled insertion of two circular stakes (A & B) tapered at base to a round point. Stake A had a diameter of 0.07m and was inserted to a depth of 0.10m. Stake B had a diameter of 0.04m and was inserted to a depth of 0.05m. Both stakes burnt *in situ.*	II	20/06/2011
6	**Cut of Stakehole (Filled by C.4):** Oval in plan with moderate break of slope, concave sides and U-shaped base. Cut indicates vertical insertion of circular stake tapered at base to a round point. Stake had a diameter of 0.09m and was inserted to a depth of 0.09m. This stake burnt *in situ.*	II	20/06/2011
7	**Fill (of Pit C.10)**: Mottled yellow-brown moderately compact layer of re-deposited subsoil. Inclusions: 20% charcoal. Deposit lines base of Pit C.10 on its northern side. 0.52m in length (East-West); 0.50m in width; 0.02-0.08m in depth	II	20/06/2011
8	**Fill (of Stakehole C.9):** Mid grey-brown moderately compact silty-clay. Inclusions: 10% charcoal flecks. .035-0.19m in width; 0.10-0.16m in depth	I	20/06/2011
9	**Cut of Stakehole (Filled by C.8):** Oval in plan with moderate break of slope top, concave sides and double break of slope base. Cut indicates angled insertion of circular stake tapered at base to a round point, removed from North-West prior to decay. 0.035-0.19m in width; 0.10-0.16m in depth.	I	20/06/2011

Context No.	Description	Phase	Date
10	**Cut of Pit (Filled by C.2, C.3 and C.7):** Circular in plan with elongated linear extension to west and south. Sharp break of slope top, straight sides and sharp break of slope base. Base is flat. 1.10m in length (North-South); 0.45m in width; 0.02-0.13m in depth.	I & II	20/06/2011
11	**Cut of Stakehole (Filled by C.2):** Oval in plan with gradual break of slope top, tapered sides and concave base. Cut indicates angled insertion of oval stake tapered at base to a round point removed from South-East prior to decay. 0.10m North-South; 0.11m in depth.	II	20/06/2011
12	**Cut of Stakehole (Filled by C.2):** Oval in plan with convex break of slope top in north and stepped break of slope top in south, straight sides and concave base. Cut indicates vertical insertion of large oval stake tapered at base to a round point. Stepped break of slope top suggests stake may have been removed prior to decay. 0.18m North-South; 0.15-0.23m in depth	II	20/06/2011
13	**Cut of Stakehole (Filled by C.7)**: Oval in plan with gradual break of slope top, tapered side and U-shaped base. Cut indicates vertical insertion of large oval stake tapered at base to a blunt point. 0.16m North-South; 0.08-0.095m in depth.	I	20/06/2011
14	**Cut of Stakehole (Filled by C.2):** Oval in plan with gradual break of slope top in South and West, elongated in North and East, tapered sides; sharp break of slope base and U-Shaped base. Cut indicates vertical insertion of oval stake (0.10m in diameter), tapered at base to a round point and removed prior to decay. 0.14m North-South; 0.20m East-West; 0.05-0.11m in depth.	II	20/06/2011
15	**Natural**. Mid orange-brown moderately compact silty clay subsoil. Inclusions: 30% granite boulders concentrated towards centre of site, 20% small granite stones	N/A	20/06/2011

ADDENDUM B – SAMPLE REGISTER

Sample No.	Context No.	Description	No. of Bags	Initials	Date
1	4	Dark grey brown moderately compact plastic silt-clay. Fill of Stakeholes C.5 and C.6	1	E.D.	20/06/2011
2	3	Charcoal lining of Pit C.10	1	E.D.	20/06/2011

ADDENDUM C – SITE MATRIX



ADDENDUM D – SPECIALIST REPORT: WOOD ANALYSIS

Soil Sample No.2 (C.3) was processed by Susan Lyons in order to extract charcoal for Radiocarbon analysis. The charred material was already in a fractured state upon processing, which enabled wood species identification to take place. Wood species identification was carried out using wood identification and wood reference slides. Species analysis was restricted to the analysis of a suitable sample for Radiocarbon analysis, the results of which are outlined in Table 1.0.

Table 1.0 Wood Species identification results

Site Name	Priorsland Park & Ride
Townland	Brenanstown
County	Dublin
Licence No.	E4059
Context No.	10
Context Description	Charcoal Rich Deposit
Fill No.	03
Sample No.	02
Material For C14 Dating	Charcoal
Wood Species	Fraxinus excelsior (ash)
Weight (grams)	0.7 grams

ADDENDUM E – C14 ANALYSIS

14CHRONO Centre
Queens University
Belfast
42 Fitzwilliam Street
Belfast BT9 6AX
Northern Ireland

Radiocarbon Date Certificate

Laboratory Identification: UBA-19691
Date of Measurement: 2012-01-30
Site: Priorsland, Brennanstown, Dublin
Sample ID: E4059 C10
Material Dated: charcoal
Pretreatment: AAA
Submitted by: Emer Dennehy

^{14}C Date: 1203±26 BP
AMS $_^{13}$C: -22.7

Information about radiocarbon calibration

RADIOCARBON CALIBRATION PROGRAM*
CALIB REV6.0.0

*To be used in conjunction with:
Stuiver, M., and Reimer, P.J., 1993, Radiocarbon, 35, 215-230.
Annotated results (text) - -
Export file - c14res.csv

E4059 C10
UBA-19691
Radiocarbon Age BP 1203 +/- 26
Calibration data set: intcal09.14c # Reimer et al. 2009

% area enclosed	cal AD age ranges	relative area under probability distribution
68.3 (1 sigma)	cal AD 778- 830	0.621
	837- 868	0.379
95.4 (2 sigma)	cal AD 719- 742	0.048
	769- 892	0.952

References for calibration datasets:
PJ Reimer, MGL Baillie, E Bard, A Bayliss, JW Beck, PG Blackwell,
C Bronk Ramsey, CE Buck, GS Burr, RL Edwards, M Friedrich, PM Grootes,
TP Guilderson, I Hajdas, TJ Heaton, AG Hogg, KA Hughen, KF Kaiser, B Kromer,
FG McCormac, SW Manning, RW Reimer, DA Richards, JR Southon, S Talamo,
CSM Turney, J van der Plicht, CE Weyhenmeyer (2009) Radiocarbon 51:1111-1150.

Comments:
* This standard deviation (error) includes a lab error multiplier.
** 1 sigma = square root of (sample std. dev.^2 + curve std. dev.^2)
** 2 sigma = 2 x square root of (sample std. dev.^2 + curve std. dev.^2)
where ^2 = quantity squared.
[ ] = calibrated range impinges on end of calibration data set
0* represents a "negative" age BP
1955* or 1960* denote influence of nuclear testing C-14

NOTE: Cal ages and ranges are rounded to the nearest year which may be too precise in many instances. Users are advised to round results to the nearest 10 yr for samples with standard deviation in the radiocarbon age greater than 50 yr.

Plate 1: View (from southwest) of Priorsland temporary Park & Ride, prior to commencement of topsoil clearance.

Plate 2: View of Carrickmines Culvert at entrance to Priorsland temporary Park & Ride (Frazer & Erickson 2008).

Plate 3: View (from west) of topsoil clearance along access road to Priorsland temporary Park & Ride.

Plate 4: View (from northwest) of machine cut rubbish midden identified along access road to Priorsland temporary Park & Ride.

Plate 5: View (from east) of topsoil clearance at Priorsland temporary Park & Ride. Note archaeological test trench in centre of frame (Clutterbuck 2010).

Plate 6: View (from northwest) of topsoil clearance adjacent to eastern site boundary. Note depth of topsoil.

Plate 7: View (from southwest) of stone lined field drain.

Plate 8: View (from southeast) of topsoil clearance at Priorsland temporary Park & Ride. Note concentration of granite boulders.

Plate 9: Pre-excavation view (from southeast) of Pit C.10.

Plate 10: Mid excavation view (from northwest) of Pit C.10. Note Stakes C.13, C.9, C.5A and C.5B (left to right).

Plate 11: Post excavation view (from west) of Pit C.10 and surrounding stakes.

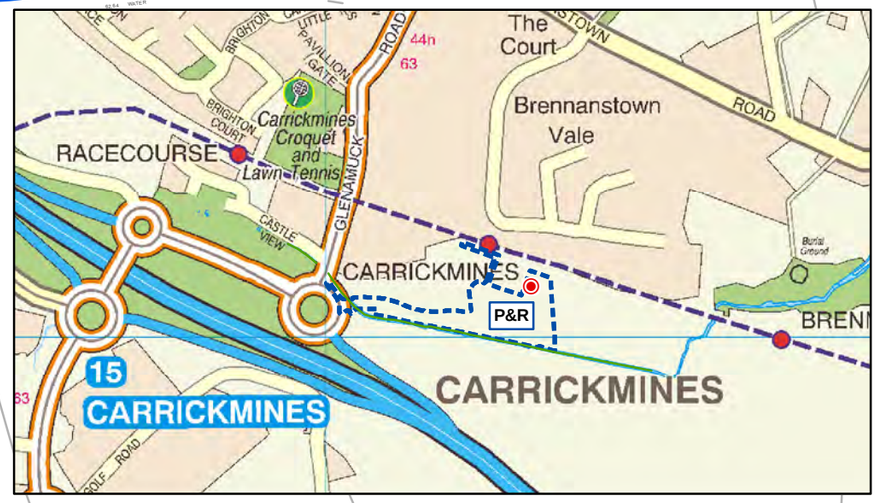
Plate 12: Post excavation view (from north) of Pit C.10 and surrounding stakes.

N

Carrickmines Stop

Priorsland House (RPS 1746)

B1 B2 B3 B4 B5 B6 B7 B8 B9 B10 B11 B12



- Park and Ride Site Boundary
- Area of Archaeological Excavation
- Area Subject to Archaeological Monitoring (C196)
- Approximate Location of Modern Field Drains on Access Road
- Approximate Location of Rubbish Pits on Access Road
- Area of Topsoil Clearance
- Location of Proposed Park and Ride
- Borehole
- Carrickmines River

RPA Railway Procurement Agency
Gníomhaireacht Um Fháil Iarnród
Parkgate Business Centre, Parkgate Street, Dublin 8, Ireland.
Phone +353 1 646 3400
Fax +353 1 646 3401
www.rpa.ie

LUAS

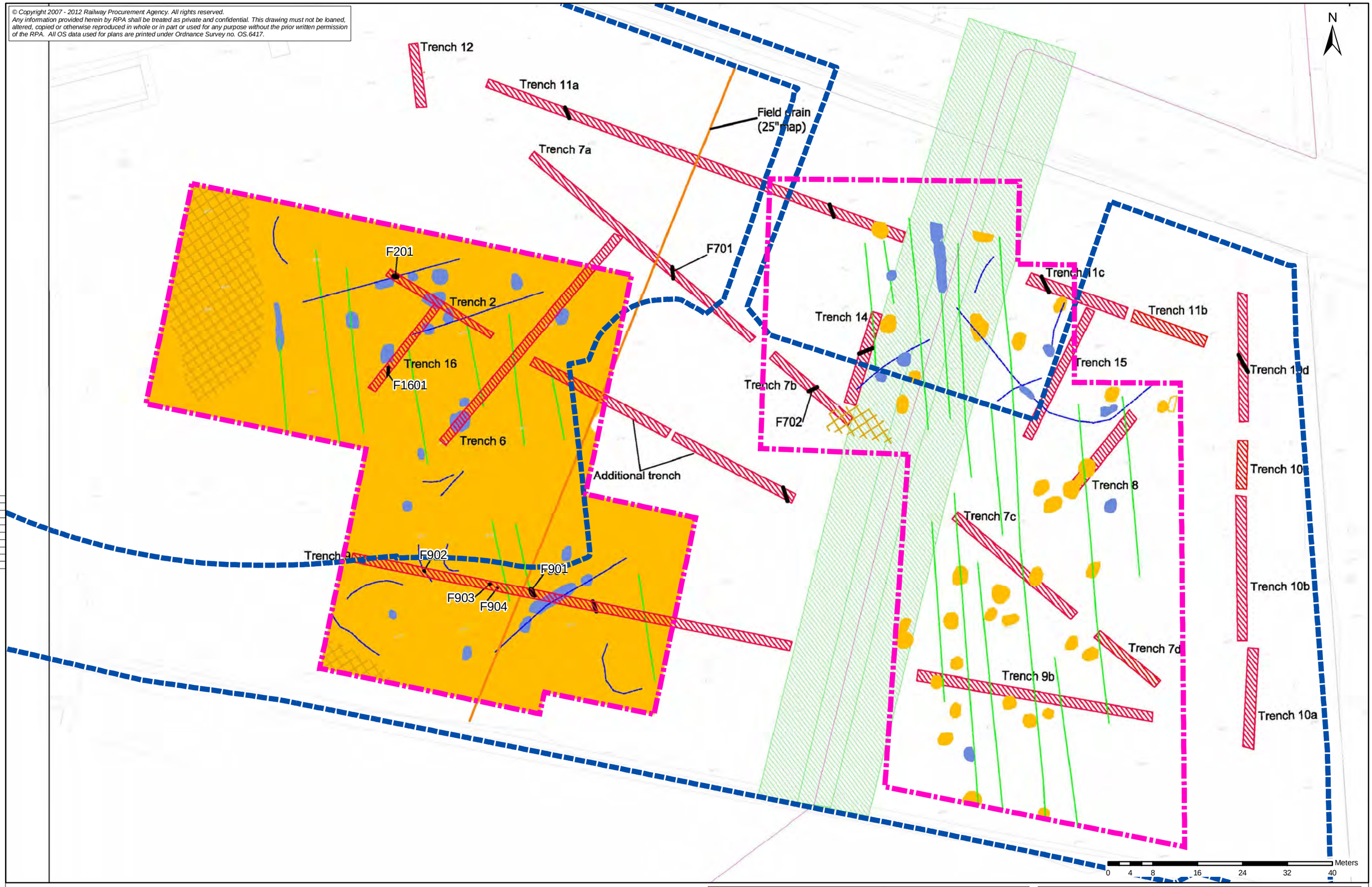
LOCATION: Priorsland Temporary Park & Ride, Brenanstown, Dublin (C329)

SPECIALIST TOPIC:

Figure 1. Site Location Plan. Geotechnical Investigation and Areas of Archaeological Investigations highlighted

PREPARED: COF	REVIEWED: ED	APPROVED: -
	CHECKED: -	DATE: November 2012
		SCALE: 1:1,050

AREA NO.	PLAN NO.	SUBJECT.
-	-	-



Park and Ride Site Boundary
Test Trench Layout
Archaeological Feature
Field Drain
Buffer of ESB Line
Geophysical Survey Areas (07R0115)

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Phone +353 1 646 3400
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CRDS Archaeological & Historical Consultants

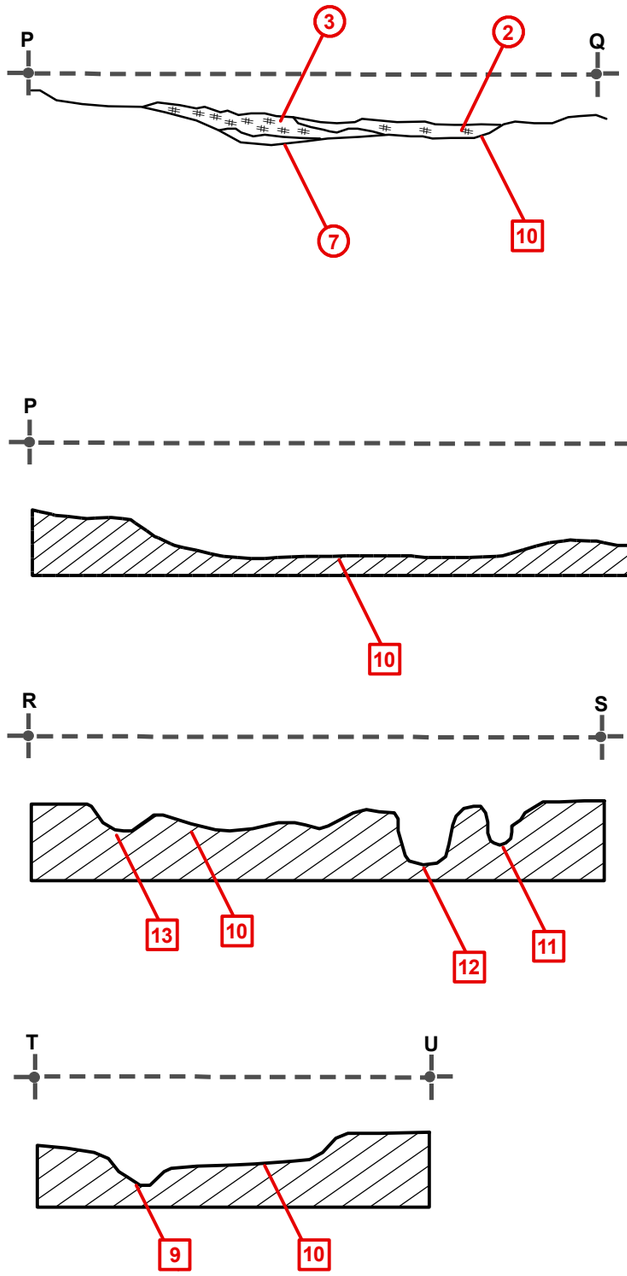
LOCATION: Priorsland Temporary Park & Ride, Brenanstown, Dublin

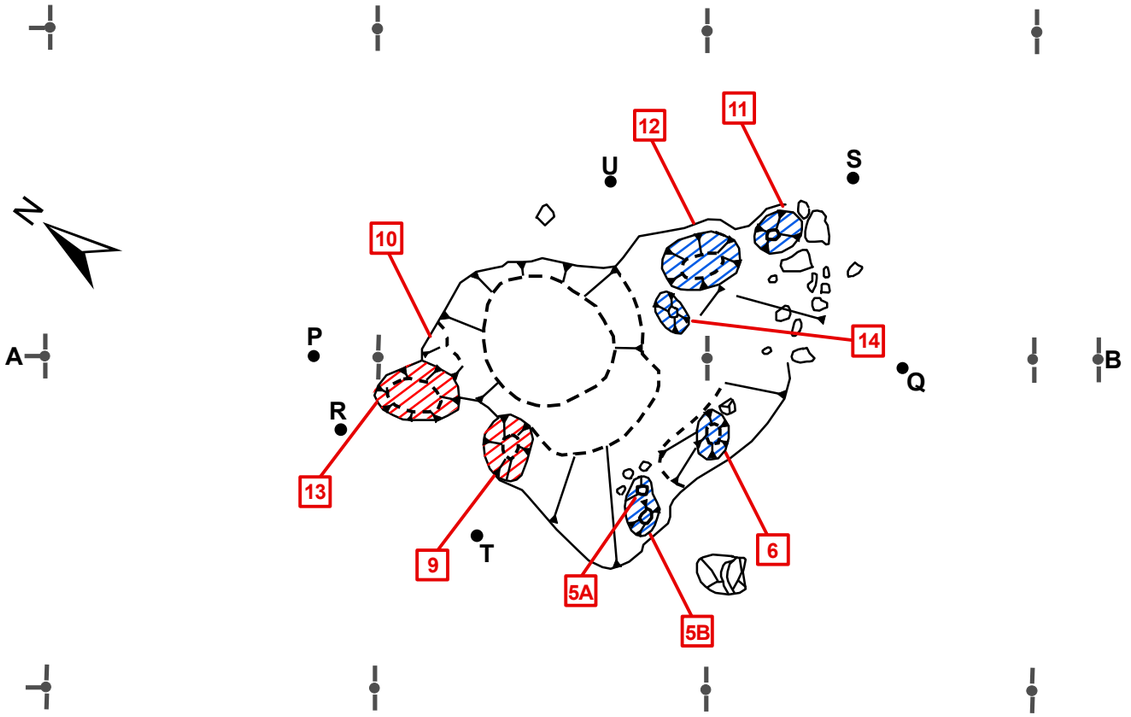
SPECIALIST TOPIC:

Figure 2. Location of Geophysical Survey Areas (07R0115) and Archaeological Test Trenches (C329)

PREPARED: COF	REVIEWED: ED	APPROVED: -
	CHECKED: -	DATE: November 2012
		SCALE: 1:650

AREA NO.	PLAN NO.	SUBJECT.
-	-	-





Charcoal
Subsoil
1 Context No. (Cut)
1 Context No. (Fill)
Phase I
Phase II

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PREPARED: COF	REVIEWED: ED	APPROVED: -
	CHECKED: -	DATE: November 2012
		SCALE: 1:20

LOCATION: Priorsland Temporary Park & Ride, Brenanstown, Dublin (C329)

SPECIALIST TOPIC:

Figure 3. Post-excavation Plan, Section Drawing and Profiles of Archaeological Features

AREA NO.	PLAN NO.	SUBJECT.
-	-	-