Licence No: 10E410

Archaeological Monitoring Report

Metro West
& Metro North Dardistown Depot
Co. Dublin

Client: Railway Procurement Agency
Director/ Author: Kara Ward

ADS | Archaeological Development Services

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MW7166_7

Client: RPA
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ABSTRACT

Archaeological monitoring of preliminary ground investigations was undertaken along the route of the proposed Metro West scheme and at the site of the proposed Metro North Dardistown Depot.

Metro West is a twin track light rail system which will serve approximately a 25km corridor from the junction of Belgard Road/Old Blessington Road in Tallaght to Dardistown. It will link Tallaght, Clondalkin, Liffey Valley and Blanchardstown and will provide a fast commuter service to the city centre, Swords and the airport via Metro North

Metro North is a 16.5km combined underground and surface light rail service development linking Dublin City centre with Estuary (north of Swords) via Dublin Airport. The proposed new Metro North Dardistown Depot is located adjacent to the Metro North alignment in Dardistown townland.

Geotechnical investigations were required in order to provide factual data for use in the design and construction of Metro West and the Metro North Dardistown Depot. It was proposed to undertake Cable Percussion and Rotary Cored Boreholes, together with trial pits to determine the nature and thickness of the underlying soils, and also to ascertain the level and nature of the underlying rock as well as infiltration rates.

Archaeological monitoring of boreholes and trial pits was carried out in those areas deemed to be within or adjacent to the zones of archaeological potential for a number of RMP (Recorded Monuments and Places) sites including DU017:005 (ringfort – unclassified); DU014:027 (Castle-Towerhouse), DU014:021 (Field system, possible) and DU013:019 (church and graveyard; National Monument). In addition, a number of boreholes/trial pits were within or adjacent to a number of areas of archaeological potential as identified by the Metro West Environmental Impact Statement (EIS) and the Metro North Dardistown Depot EIS.

The works undertaken for Metro West comprised the archaeological monitoring of 12 trial pits and 13 boreholes which were geographically dispersed along the route of the proposed scheme within the townlands of Astagob (Castleknock By., Castleknock ED), Cappagh, Cappoge, Clonburris Great, Coolmine (Castleknock By.), Corduff (Castleknock By.), Dardistown, Irishtown (Castleknock By.), Merryfalls, Ronanstown, Silloge, Snugborough (Castleknock By.).

Ten trial pits, 5 boreholes and 5 infiltration test pits were monitored at the site of the Metro North Dardistown Depot.

Nothing of apparent archaeological significance was located in any of the pits or boreholes.

1.0 INTRODUCTION

Metro West is the next phase of Dublin's integrated light rail network provided for by Transport 21. Transport 21 was announced by the Minister for Transport in November 2005 and, as incorporated into the National Development Plan 2007–2013, represents Government policy on integrated transport commitments for the country and in particular for the Greater Dublin Area. In addition to expenditure on national roads, mainline and suburban rail, Transport 2021 provides for the delivery of seven proposed new Luas Lines and two new Metro lines for Dublin. The proposed scheme, Metro West, is one of these new proposals.

Metro West is a twin track light rail system which will serve approximately a 25km corridor from the junction of Belgard Road/Old Blessington Road in Tallaght to Dardistown. It will link Tallaght, Clondalkin, Liffey Valley and Blanchardstown and will provide a fast commuter service to the city centre, Swords and the airport via Metro North (RPA 2010). A Railway Order Application for Metro West was lodged with An Bord Pleanála in October 2010.

Metro North will be a 16.5km combined underground and surface light rail service development linking Dublin City centre with Estuary (north of Swords) via Dublin Airport. An Bord Pleanála approved the Metro North Railway Order on 28th October 2010 with a number of modifications and conditions. In particular a Railway Order was not granted for the depot, stop and strategic Park & Ride facility at Belinstown. For the purposes of design and construction the Metro North route was broken into 7 number zones or section areas (MN101-MN107). The proposed new Metro North depot (Dardistown Depot) is located adjacent to the Metro North alignment within area MN104 (Dublin Airport Boundary (South) to M50 motorway), to the immediate north of the Dardistown Stop. A Railway Order Application for the Metro North Dardistown Depot was lodged with An Bord Pleanála in April 2011.

This report concerns the archaeological monitoring of preliminary ground investigations. These were required in order to provide factual data for use in the design and construction of the proposed Metro West and Metro North Dardistown Depot schemes. Cable Percussion and Rotary Cored Boreholes, together with trial pits were excavated to determine the nature and thickness of the underlying soils,

and also to ascertain the level and nature of the underlying rock as well as infiltration rates.

Geotech Specialists Ltd (part of Environmental Scientifics Group) carried out these borehole and trial pit investigations along the proposed route of Metro West (from Tallaght to Dardistown) and at the site of the proposed Metro North Dardistown Depot. Archaeological monitoring was provided by Archaeological Development Services Ltd (ADS Ltd) at the locations previously identified by the Railway Procurement Agency (RPA) as being of archaeological sensitivity. The locations of these works were geographically dispersed along the proposed scheme routes (Figs 19-24).

2.0 PROJECT BACKGROUND

2.1 METRO WEST

The EIS process identified 145 archaeological and cultural heritage constraints (AC1-AC145) within a 250m study area of Metro West (information accessible at http://www.dublinmetrowest.ie/Downloads/EIS/MW_EIS_Book_1/Metro_West_EIS_Book_1_Part_5_(Chapters_22-27).pdf) . These sites were identified through historical and cartographic analysis and through a detailed field survey. In addition several stages of invasive and non-invasive archaeological investigation were carried out on the route of Metro West as part of the Environmental Impact Assessment process. These investigations were carried out both prior to and contemporary with, the current phase of archaeological monitoring:

- A geophysical survey of St. Brigid's Well (DU021:010) and its environs (Licence Ref. 08R0144; http://www.rpa.ie/Documents/Archaeology/Metro%20West/01._Geophysical_Survey_Report_St._Brigids_Well.pdf)
- Archaeological testing at a potential site 'The Mad House' in Merryfalls townland (Area MW203; AC125, Licence Ref. 09E0274) http://www.rpa.ie/Documents/Archaeology/Metro%20West/02._Archaeological_Testing_Report_Merryfalls.pdf
- A non-invasive geophysical survey of the Metro West Emerging Preferred Route (Licence Ref. 09R195; http://www.rpa.ie/Documents/Archaeology/Metro%20West/03._Geophysical_Survey_Report_Tallaght_to_Dardistown.pdf)

- Advance targeted archaeological testing of 3 sites of archaeological potential (Kildonan 110E0462; Merryfalls 1, 10E452 and Silloge 1, 10E460) identified through the geophysical survey. http://www.rpa.ie/Documents/Archaeology/Metro%20West/June_2011/Metro_West_Archaeological_Test_Trenching_Kildonan_Co.Dublin.pdf http://www.rpa.ie/Documents/Archaeology/Metro%20West/June_2011/Metro_West_Archaeological_Test_Trenching_Merryfalls_Co.Dublin.pdf http://www.rpa.ie/Documents/Archaeology/Metro%20West/June_2011/Metro_West_Archaeological_Test_Trenching_Silloge_Co.Dublin.pdf

For ease of reference the Metro West preferred route corridor has been divided into three areas as follows:

Area MW201: Old Blessington Road to Liffey Valley

Area MW202: Liffey Valley to National Aquatic Centre (NAC)

Area MW203 NAC to Dardistown

2.2 METRO NORTH DARDISTOWN DEPOT

The EIS process identified 25 archaeological, architectural and cultural heritage constraints (AH1-AH25) within a 250m study area of the proposed Metro North Dardistown Depot (information accessible at: www.dublinmetronorthdepot.ie/Downloads/EIS/Main%20EIS/Chapters_22_to_26_including_Glossary_Final.pdf) . These sites were identified through historical and cartographic analysis, a field survey, a geophysical survey (Licence Ref. 11R0017) and advance archaeological testing (Licence Ref. 11E039). The archaeological investigations were carried out both prior to and contemporary with, the current phase of archaeological monitoring.

3.0 ARCHAEOLOGICAL, HISTORICAL AND CULTURAL HERITAGE BACKGROUND

The proposed scheme is located in a rich and diverse archaeological and historical environment with evidence of human ritual and settlement occupation from the Neolithic to the present day. A summary of the Archaeological, Historical and Cultural Heritage Background is provided here, a full version can be accessed at:

http://www.dublinmetrowest.ie/Downloads/EIS/MW_EIS_Book_1/Metro_West_EIS_Book_1_Part_5_(Chapters_22-27).pdf.

3.1 PREHISTORIC PERIOD *C.*7000BC–AD400

Mesolithic period (*c.*7000BC–4000BC)

There is currently no evidence for Mesolithic occupation within the study area. However, the proposed scheme passes through areas that may have attracted settlement during this period. The Cammock (AC44; Area MW201), Liffey (AC75; Area MW202), Tolka (AC97; Area MW202) and Santry (AC132; Area MW203) river valleys and floodplains may have been exploited by Mesolithic communities and evidence for such sites may be preserved in direct proximity to these waterways and their associated tributaries.

Neolithic period (*c.*4000BC–2400BC)

The current evidence for Neolithic settlement within the study area is tentative and restricted to a small number of stray finds recorded in the Topographic Files of the National Museum of Ireland (NMI: as described in Annex M, Book 6, of this EIS).

Bronze Age (*c.*2400BC–500BC)

Archaeological remains from the Bronze Age are well represented within the study area, though predominantly concentrating towards the southern end of the proposed scheme within Area MW201 and Area MW202.

Iron Age (*c.*500BC–AD400)

There is no direct evidence of Iron Age activity within the study area. A possible minor Iron Age enclosure is located *c.*750m to the east of the study area in the townland of Ballymount Great (RMP DU015:021; Ó Néill 2001, 17).

3.2 EARLY MEDIEVAL PERIOD (C.AD400–AD1100)

There is extensive evidence for early medieval settlement within the study area both from early literary sources and surviving archaeological remains. Secular settlement Ringforts are one of the most numerous and widely distributed monuments in the Irish landscape. Three possible ringforts are located within the study area, of which only one at Astagob within Castleknock Golf Club (AC80; Area MW202) has above ground features. The other sites are located in the townlands of Porterstown (AC84; Area MW202) and Cappoge (AC113; Area MW203). Settlement evidence for the clerical population is equally well represented through a number of small and large scale ecclesiastical sites located within the study area.

Ecclesiastical settlement

The remains of the early monastic settlement of Coolmine (National Monument AC91–AC93; Area MW202), dating to the late 5th/early 6th century, is located within the study area at Millennium Park. This ecclesiastical settlement, which according to folklore was established by St. Mochta, a disciple of St. Patrick, is quite small with known remains comprising a church and graveyard. Larger ecclesiastical sites within the study area are located at Tallaght (AC1; Area MW201) and Clondalkin (AC50; Area MW201).

Viking settlement

Dublin City was an ecclesiastical centre seized by the Vikings in AD841 where they developed a military base and trading centre (Duffy 2000, 48). Prior to the seizing of Dublin the Vikings plundered Tallaght monastery (AC1; MW201) in AD811 and Clondalkin monastery (AC50; MW201) in AD833 at which time the monastic settlement was razed (Bradley *et al*. 1988, 215). By the mid 9th century Dublin Vikings ruled lands north of the River Liffey (Area MW202 and Area MW203), a territory known as *Finne Gall*. By 1052 the territory had retracted to the Devlin River, the present-day boundary of Fingal (Downham 2005, 170). According to Joyce (1920, 275) the Tolka River (AC97; Area MW202) formed the southern boundary of ancient *Finne Gall.*

3.3 LATE MEDIEVAL PERIOD C.AD1100–AD1550

Anglo-Norman settlement

The monastic settlements at Tallaght (AC1; Area MW201) and Clondalkin (AC50; Area MW201) represent the two urban centres within the study area at the time of the Anglo-Norman conquest. Under the settlement the extensive lands belonging to both churches were confirmed to the Anglo-Norman Archbishop of Dublin. An episcopal borough was founded at each and by the 13th century the medieval towns of Tallaght (AC1) and Clondalkin (AC50) emerged.

14th- 15th century

During this time the Gaelic O'Byrne and O'Toole lords who controlled bordering territories waged a guerrilla war against the Anglo-Norman settlers. This led to the establishment of an Anglo-Norman defensive frontier boundary in 1435 known as the "inglishe Pale" (O'Keeffe 1992). The study area lay within the southern boundary of the Pale, which extended west from Dublin along the River Dodder to Oldbawn (south of Tallaght), continuing west to Saggart and to County Kildare (Joyce 1920, 429 and 434). The Pale boundary functioned as the interface between native and alien populations and had "no tangible boundaries in the cultural landscape before 1494" (O'Keeffe 1992). From this time onwards the boundary was formalised through the sporadic erection of a defensive earthwork boundary creating a formal cultural divide between the Anglo-Norman and Irish populations.

3.3 POST-MEDIEVAL PERIOD *C.*AD1550–AD1700

The physical landscape of Ireland changed considerably during this period and in the 17th century open fields were enclosed and consolidated into compact farms. This 17th century change in the land division heavily influenced Ireland's cultural heritage and is reflected in the current pattern of field division within the study area.

3.4 INDUSTRIAL AGE *C.*AD1700–AD1900

The dawn of the 18th century heralded a new era for Dublin and its hinterland. Agriculture and textile industries became the backbone of the Irish economy as trade links with European ports gradually expanded. The development of inland navigational systems such as the Grand (Area MW201) and Royal (Area MW202) Canals, began in 1756 and 1790 respectively and further supported Ireland's economic development (as described in the Material Assets: Architectural Heritage baseline chapter of the EIS (Book 1, Chapter 25).

3.5 RMP SITES

The majority of the boreholes/trial pits located in urban contexts were in green verge/parklands. A number of the boreholes/trial pits were located in proximity to four RMP sites, either within the constraint zones or the environs of the constraint zones details of which are outlined below. No works were proposed for within 50m of the National Monument at Coolmine (DU013:019). As well as RMP sites, a number of the boreholes/trial pits were located within other areas of archaeological potential as identified in the EIS and as set out in Table 3.5.1

Table 3.5.1 Metro West Exploratory holes in relation to Sites of Archaeological potential

Exploratory hole requiring archaeological monitoring	Townland	Archaeological Constraint	AC/RMP description
MW201/BH/010 (Fig. 19)	Clonburrris Great	Near AC55	**Townland Boundary** Site of townland boundary. The extent of the original townland boundary is not recorded and is presently defined by the Grand Canal, construction of which commenced in 1756.
MW201/BH/011 (Fig. 19)	Cappagh,	AC55	As above
MW201/TP/016 (Fig. 19)	Ronanstown	Near AC65	**Townland Boundary** Site of townland boundary. No extant remains survive within the study area. The site of the townland boundary is now marked by pathways within Ballyowen Park and within the green areas of Rowlagh Park.

MW201/TP/018 (Fig. 19)	Irishtown	Near AC67	**Townland Boundary** Site of townland boundary, now primarily occupied by housing developments. No extant remains survive; subsurface remains may be present within green areas of Rowlagh Park.
MW202/TP/011 (Fig. 20)	Coolmine	AC90 DU-50 O-066386	AC90: **Demesne Land** Lands of Coolmine House marked on 1st Edition OS Map of 1843. Extant remains surviving within present day Millennium Park include the walled gardens, laneways and associated field system.
MW202/TP/012 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 AC91/ AC92/AC93 DU013:019	AC90 As above AC91: **Archaeological Complex** Zone of Archaeological Potential for National Monument AC92–AC93, comprising a church and graveyard. AC92 (DU013:019): **Church** Site of the "White Chapel of St. Mochtas". National Monument. The "Church of Culmyn" was established in the 5th century by St.Mochta, a disciple of St. Patrick. It was recorded in several 13th century documents but is reference as "moribund about 1419" and disappeared from written sources after its sale to St. Mary's Abbey in 1485–1486 (SMR File; Ball 1906, 6). No extant structural remains pertaining to the church were present in 1974 (Healy 1974–1975). The site is not marked on Rocque's map of 1760 but is marked on the 1st Edition OS Map of 1843. The site was partially truncated and heavily landscaped during the development of Millennium Park. AC93: **Graveyard** Site of graveyard associated with Coolmine Church. National Monument. "Locally known to be an old graveyard of St. Mochua". Field examinations in 1974 record a graveyard "in which is a cross dated 1880. There are many human bones exposed" (Healy 1974–1975). The graveyard survives as a sub-oval earthen mound (*c.*50m east-west by 30m by 0.60m in height) with a number of mature sycamore trees. The site was partially truncated and heavily landscaped during the development of Millennium Park.

MW202/TP/013 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 AC91 /AC92/AC93 DU013:019	As above
MW202/TP/014 (Fig. 20)	Coolmine	AC90 DU-50-O-066386	As above
MW202/TP/015 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 and near AC94	AC90 As above AC94: **Site of Archaeological Potential** Crop mark identified on Aerial Photograph Number 3129-19-RPA. Subcircular in plan it may represent the remains of a subsurface enclosure with a diameter of *c.*24m.
MW202/BH/010 (Fig. 21)	Coolmine	Near AC95/AC96	AC95: **Townland Boundary** Site of townland boundary now primarily occupied by commercial and residential developments. Extant portions may survive as tree lined field boundary to southwest of study area. AC96: **Townland Boundary/River** Site of townland boundary defined by the old course of the Tolka River (AC97). Subsurface remains may survive within Tolka Valley Park.
MW202/BH/011 (Fig. 21)	Coolmine	Near AC95/AC96	As above
MW202/BH/012 (Fig. 21)	Corduff	Near AC97	**River** Tolka River: Rivers and their associated floodplains are deemed to be areas of archaeological potential and may have been exploited for various purposes.
MW202/BH/013	Corduff	Near AC97	As above
MW202/BH/014 (Fig. 21)	Corduff	Near AC97	As above

MW202/TP/021 (Fig. 21)	Corduff	AC99 and near AC100	AC99: **River** Tolka River Tributary: Partially follows course of AC98, AC101 and AC102. Rivers and their associated floodplains are deemed to be areas of archaeological potential and may have been exploited for various purposes. AC100: **Site of Archaeological Potential** Area of archaeological potential as identified through analysis of 1st Edition OS Map of 1843. A distinct curvature in the Deanestown/Corduff townland boundary may demarcate the remains of a possible subsurface enclosure *c.*40m in diameter.
MW203/TP/003 (Fig. 21)	Snugborough	AC103 and near AC99	AC103: **Site of Archaeological Potential** Analysis of the 1st Edition OS Map of 1843 indicates that the townland of Snugborough may comprise the remains of Anglo-Norman burgage plots laid out in a linear pattern on a northeast-southwest orientation. Subsurface remains may survive within greenfield areas of Abbotstown (1st Edition OS Map of 1843).
MW203/BH/001 (Fig. 22)	Cappoge	AC109 DU014:027	**Castle-Towerhouse** Zone of archaeological potential for Cappoge Castle. Site of 16th century towerhouse, with bawn wall and gate tower. Once the home of the Keppock and subsequently the Woodlock and Dillon families (Ball 1920, 17–18). All structures marked on Rocque's map of 1760. In 1780 the castle was recorded by Austin Cooper in ruins with walls that stood 30ft high and were 3ft thick; the arched gate tower was extant at this time (Ball 1920, 25–26). Marked as "site of" on the 1st Edition OS Map of 1843. The castle was demolished before 1860 (SMR File). Aerial Photography within the SMR File marks a possible sunken road in association with the castle. The area has recently been archaeologically investigated; the castle foundations were not identified (Myles 2000; McQuade *pers comm*.).
MW203/BH/005 (Fig. 22)	Cappoge	AC112	**Settlement, Site of** Site of settlement and access lane marked on Rocque's map of 1760 as comprising four structures, gardens and laneway. Marked on the 1st Edition OS Map of 1843 as "Cappoge". The site has recently been heavily disturbed but some subsurface traces of this 18th century settlement may survive in greenfield areas adjacent to the M50.

MW203/BH/009 (Fig. 23)	Merryfalls	AC121 & AC129 DU014:021	AC121: **River** Santry River Tributary: Rivers and their associated floodplains are deemed to be areas of archaeological potential and may have been exploited for various purposes. AC129 (DU014:021): **Field System, possible** Possible medieval field system identified from aerial photographs taken by the Fairey Survey of Ireland 1971 (2.411/10; SMR File). The system is contained within a complex of three fields. It is clearly visible in aerial photography where the site presents as a complex of subsurface rectangular fields (Aerial Photograph Number 3063-18-RPA). The subsurface remains of a laneway marked on Taylor's map of 1816 is also visible in aerial photography. The extant remains of a farm compound also marked on Taylor's map of 1816, and subsequently on the 1st and 2nd Edition OS Maps of 1843 and 1871–1875 are located adjacent to the eastern boundary of the field system.
MW203/BH/012 (Fig. 23)	Silloge	n/a	
MW203/BH/014 (Fig. 23)	Merryfalls	Near AC122 & AC125 AC121 & AC129 DU014:021	AC121 & AC129 as above AC122: **Site of Archaeological Potential** Crop mark identified on Drawing No. 3.4.2.1 (Eptisa 2009). Pattern of intersecting linear lines, potentially representing a late/ post medieval field system measuring approximately 320m north-south by 320m east-west. AC125: **House, site of** Single house structure and associated access lane marked on Taylor's map of 1816 as "the Mad House". Recorded but not named on the 1st and 2nd Edition OS Maps of 1843 and 1871–1875 respectively (Turgel 2007, 14). Recent archaeological investigations identified the house as being a simple two room structure with limestone and red brick walls and a slate roof (Hackett 2009). It may originally have functioned as a home to care for an individual with a mental illness.
MW203/BH/015 (Fig. 23)	Merryfalls	Near AC122 &AC125 AC121 & AC129 DU014:021	As above

MW203/BH/016 (Fig. 23)	Merryfalls	AC121 & AC129 DU014:021	As above
MW203/BH/017 (Fig. 23)	Silloge	AC128 and AC129 DU014:021	AC128: **Site of Archaeological Potential** Identified through a geophysical survey and cartographic analysis as comprising a "circular enclosure measuring *c*.30m in diameter" and a "sub-rectangular ditched enclosure with associated pit-type anomalies" (CRDS 2003, 121; Nicholls 2010, 17 & 18). The circular enclosure was interpreted as the possible remains of an early medieval ringfort. The sub-rectangular enclosure (measuring *c*.25m by 50m, was interpreted as the remains of a potential prehistoric settlement.
MW203/TP/016 (Fig. 23)	Silloge	AC121 & AC129 DU014:021	As above
MW203/TP/027 (Fig. 23)	Silloge	AC121 & AC129 DU014:021	As above

4.0 DESCRIPTION OF THE BASELINE ENVIRONMENT

This section provides a summary description of the archaeological and cultural heritage baseline environment for the proposed scheme. The full description can be accessed at http://www.dublinmetrowest.ie/Downloads/EIS/MW_EIS_Book_1/Metro_West_EIS_Book_1_Part_5_(Chapters_22-27).pdf. The description of the baseline environment should be read in conjunction with the baseline maps (Figs 3-18). The latter details the historical and cultural heritage background and recorded archaeological finds for the townlands within the study area.

For further information on townlands and topographic files refer to: RPA, EIS Annex M 1 Material Assets: Archaeology and Cultural Heritage by Emer Dennehy, 2010.

4.1 AREA MW201: OLD BLESSINGTON ROAD TO LIFFEY VALLEY

The proposed scheme in Area MW201 passes through the townlands of Tallaght, Cookstown, Garranstown or Kingswood, Belgard, Mooreenaruggan, Part of

Ballymount Great, Newlands, Newlands Demesne, Clondalkin, Brideswell Commons, Commons, Fairview, Clonburris Great, Cappagh, Neillstown, Balgaddy, Ronanstown, Ballyowen, Irishtown, Yellow Walls and Fonthill (as included in Annex M, Book 6, of the EIS). A total of 72 archaeological and cultural heritage sites were identified for Area MW201.

The proposed scheme starts in the townland of Tallaght at the northwestern extent of the historic town. From Tallaght, the proposed scheme runs through the townland of Cookstown along Belgard Road. The lands in Cookstown have primarily been developed for residential and industrial purposes.

From Cookstown, the proposed scheme continues north through the townlands of Garranstown/ Kingswood, Belgard, Mooreenaruggan, Part of Ballymount Great, Newlands and Newlands Demesne. These lands are primarily greenfield and amenity lands; From Newlands, the study area crosses the N7 and progresses along the Fonthill Road through part of the townlands of Clondalkin and Brideswell Commons.

From Brideswell Commons, the study area continues through the townlands of Clondalkin, Commons and Fairview. These lands have primarily been developed for residential purposes though some parkland is present. From Clondalkin, the study area crosses the Old Nangor Road and proceeds through developed land in the townland of Clonburris Great before reaching the Grand Canal. On crossing the Grand Canal, the study area continues northwards parallel to Fonthill Road through the townlands of Cappagh and Neillstown.

From Neillstown, the study area continues north through the townlands of Balgaddy, Ronanstown, Ballyowen, Irishtown, Yellow Walls and Fonthill. These lands are primarily developed for retail and residential use but parklands are present within Ballyowen townland.

4.2 AREA MW202: LIFFEY VALLEY TO NATIONAL AQUATIC CENTRE (NAC)

The proposed scheme in Area MW202 passes through the townlands of Fonthill, Hermitage, Astagob (Parish of Clonsilla), Astagob (Parish of Castleknock), Woodlands or Luttrellstown Demesne, Kellystown, Porterstown, Annfield, Coolmine, Blanchardstown, Corduff and Deanestown (as included in Annex M, Book 6, of the EIS). A total of 28 archaeological and cultural heritage sites were identified for Area MW202.

From the townland of Fonthill, the study area crosses the Liffey Valley before entering Hermitage, Astagob (Parish of Castleknock and Clonsilla) and Woodlands or Luttrellstown Demesne townlands. These lands are primarily amenity lands.

The study area for the proposed scheme extends northwards to the Royal Canal and continues north parallel to Blanchardstown Road South. From Blanchardstown Road South it turns eastwards to the Tolka Valley (AC97) passing through the townlands of Annfield, Kellystown, Porterstown, Coolmine and Blanchardstown. These lands have been intensively developed for commercial and residential purposes with areas of parklands present at Coolmine (Millennium Park).

From Tolka Valley the study area continues in a northeast direction parallel to the Snugborough Road to the NAC through the townlands of Corduff and Deanestown. These lands have been intensively developed for residential purposes, though some greenfield land is present in Deanestown.

4.3 AREA MW203: NAC TO DARDISTOWN

The proposed scheme in Area MW203 continues through the townlands of Deanestown, and on through Snugborough, Ballycoolen, Sheephill, Cappoge, Dunsink, Kildonan, Cardiffs Castle, Huntstown, Balseskin, Coldwinters, Dubber, Charlestown, Meakstown, Merryfalls, Poppintree, Silloge, Harristown, Ballymun, Coultry and Ballystruan (as included in Annex M, Book 6, of the EIS). A total of 50 archaeological and cultural heritage sites were identified for Area MW203.

Between the NAC and the M50 motorway (M50), the study area passes through the townlands of Deanestown, Snugborough, Ballycoolen, Sheephill and Cappoge. These lands to the south of Ballycoolin Road are primarily greenfield; those to the north have been developed for industrial and residential purposes.

On reaching the M50, the proposed scheme runs parallel to the M50 in a northeast direction, before veering northwards at Meakstown. The study area passes through the townlands of Dunsink, Kildonan, Cardiffs Castle, Huntstown, Balseskin, Coldwinters, Dubber, Charlestown and Meakstown. These lands are primarily greenfield to the north of the M50.

From Meakstown to Harristown, the study area comprises greenfield lands in the townlands of Meakstown, Merryfalls, Poppintree, Silloge and Harristown.

Between Silloge and Dardistown, the study area for the proposed scheme comprises primarily Greenfield lands in the townlands of Ballymun, Coultry and Ballystruan.

4.4 METRO NORTH DARDISTOWN DEPOT BASELINE ENVIRONMENT

The study area for Metro North Dardistown Depot included parts of townlands Ballymun, Coultry, Ballystruan and Collinstown. The land was predominantly used for arable farming and there were very few sizeable structures located within the study area.

A number of amenity and leisure facilities are located within the study area including four sports grounds, two in Ballystruan and one each in Ballymun and Coultry (HC21–HC24), a small section of a golf course within the westernmost section and a small section of Dublin Airport's runway area is located northeast of Silloge Park.

Five townland boundaries (HC13–HC18) and an historic laneway (HC19) fall within the study area.

4.5 METRO NORTH DARDISTOWN DEPOT CONSTRAINTS

In addition to the constraint areas identified in the Metro West EIS for the Dardistown Depot there were also constraints identified in a subsequent EIS submitted for Metro North Dardistown Depot which cover the townlands of Ballymun and Ballystruan (RPA 2011). These are illustrated in Figures 17 and 18.

Table 4.5.1 Metro North Dardistown Depot Exploratory holes in relations to sites of archaeological potential

Exploratory hole requiring archaeological monitoring	Townland	Archaeological Constraint Metro West (AC) & Metro North (HC)	AC Description	HC Description
MN/104/BH/001	Ballymun	Near Area MW203 AC145 & HC10	AC145: **Site of Archaeological Potential** Identified in the Metro North Geophysical Survey as an area of archaeological potential. Subsurface remains comprise a linear boundary recorded on the 1st Edition OS Map of 1843. A number of linear trends recorded may represent subsurface archaeological remains (Thebaudeau & Harrison 2009, 32).	HC10: **Flattened remains of burnt mound (Ballymun 3).** The site consists of archaeological remains comprising a curvilinear spread/feature of heat fractured stone and charcoal rich clay. This type of site predominately dates to the Bronze Age (c. 2400-500BC). It was identified as Ballymun 3 during archaeological testing carried out as part of advance investigative works for the Metro North Dardistown Depot.
MN/104/BH/002	Ballymun note moved from original location in Ballystruan	AC145 & next to AC146 & HC19	AC146:**townland Boundary** Site of townland boundary. Follows central course of laneway leading from Ballystruan House to Harristown Lane (AC140). Extant remains within the study area survive as parallel earthen banks with mature tree coverage and central laneway. A ditch containing a culverted stream runs parallel to each side of the	HC19: **Laneway** Unnamed laneway marked on Rocque's map (1760) with the southern section orientated in an approximate north/south direction and the northern section orientated in an approximate west/east direction. Subsequently depicted in more

			laneway	detail, but still unnamed on historic OS maps (1843; 1872; 1910). Its northern most section is shown to largely follow townland boundaries in the area (Ballystruan/Ballymun – HC13; Ballystruan/Coultry – HC16; Ballymun/Coultry – HC17). The historic OS map dating to 1939 shows a similar arrangement excepting the southern most section which is no longer extant on this map. The laneway is currently occupied by "Ballystruan Lane" which is for the most part a tree-lined laneway and has either a rough tarmac surface or hardcore surface. The southern most section is currently occupied by a roadway leading off the R108 in a west/east direction. Approximately 1,970m of this laneway falls within the study area.
MN/104/BH/002a	Ballystruan	Near AC145 and AC146, HC19 & HC21		
MN/104/BH/003	Ballystruan	AC149 & near HC7 & HC21	AC149: **Archaeological Complex** Identified in the Metro North EIS through	HC21:**Sports grounds: Whitehall Rangers FC** Whitehall Rangers FC is located in

			aerial photography (Aerial Photograph 3064-16) as a possible late medieval moated site due to the identification of a rectangular crop mark. A geophysical survey of AC149 did not identify the remains of a moated site. A number of field boundaries illustrated on 19thcentury cartographic sources were noted by the survey, in addition to several pit-type and linear responses which may be archaeological in origin. Archaeological testing for Metro North identified an enclosure site, a large pit containing burnt mound material and a cremation pit (Metro North EIS, Volume 1, Book 1, Chapter 23, 424; Thebaudeau and Harrisson 2009, 30–31; Frazer 2010).	Ballystruan to the immediate east of Ballystruan Lane off Collinstown Lane/SPR. Its home ground is known's Paddy Mahony Park.
MN/104/BH/004	Ballymun	AC145 & next to AC146, HC9 & HC19		HC9: **Pits and linear features (Ballymun 2)** This site consists of subsurface archaeological remains comprising four pits and a linear feature. No dating evidence was recovered from the identified features. However, the feature fills indicate that the site may have originally consisted of a burnt mound and therefore suggests a provisional Bronze Age date (*c.* 2400–500BC) for

				this site. This site was identified as Ballymun 2 during archaeological testing carried out as part of advance investigative works for Metro North.
MN/104/TP/001	Ballymun	Near AC145 & HC10		
MN/104/TP/002	Ballymun	AC145 & near HC19		
MN/104/TP/003	Ballymun	AC145		
MN/104/TP/004	Ballymun	AC145 & near HC9 & HC19		
MN/104/TP/005	Ballystruan, note moved from original location in Ballymun	Near AC148 & within HC7	AC148: **House, site of** House site recorded on Rocque's map of 1760 and subsequently recorded with surrounding gardens on 1st Edition OS Map of 1843. This house has been demolished and a new one built in its stead. Subsurface remains of associated outhouse may survive within the property grounds.	HC7:**Site of archaeological potential (Group of buildings and associated laneway, site of)** This site was identified in the Metro West EIS.47 It comprises the site of a group of four buildings with an associated laneway recorded on Rocque's "Map of County Dublin" dating to 1760 and is subsequently recorded with an adjacent garden on historic OS map dating to 1843. On subsequent OS maps published in 1872, 1910 and 1936, the number and configuration of buildings has changed. The buildings are no longer extant and a sports ground and modern

				attendant buildings now occupy the area. During a field inspection, two stone gateposts were noted that could possibly belong to a more recent phase of the now demolished group of buildings. No other above ground remains were noted during the site visit. There is potential for subsurface remains associated with this former building complex to be extant in the area.
MN/104/TP/006	Ballystruan, note location moved slightly to west from original location	Near AC148 & within HC7 & HC21		
MN/104/TP/007	Ballystruan	Near AC148 & within HC7 & HC21		
MN/104/TP/008	Ballystruan	AC149 & near HC7 & HC21		
MN/104/TP/009	Ballystruan	AC147 & near HC13 & HC19	AC 147:**site of Archaeological Potential** Identified in the Metro North Geophysical Survey as an area of archaeological potential. Subsurface remains comprise a curvilinear response possibly representing a ditched enclosure (Thebaudeau & Harrison 2009, 32). Archaeological testing identified evidence of post-medieval agricultural activity (Frazer & Hession,	HC13: **Townland Boundary** Townland boundary between Ballystruan and Ballymun, of which a *c.* 595m long section falls within the study area. This section is approximately orientated in a northwest/southeast direction and is largely demarcated by a central trackway (with hardcore surface). Commencing at the northern

			2010).	end, the laneway is bound by hedgerow and trees to the east for *c.* 220m, by a shallow parallel ditch for the next *c.* 140m and by a concrete post and wire fence for the next *c.* 145m. There are no upstanding elements for the remaining *c.* 90m, however there is a cropmark visible in aerial photographs along the alignment of this former boundary, indicating potential extant subsurface remains. The western side of the laneway is defined by an interrrupted bank and ditch, which is filled by a channelled section of the Mayne River tributary for *c.* 280m from the northern end. The remaining length of the western side of the laneway is undefined. A 150m long section of this boundary was surveyed and a single test trench was excavated through a portion of the townland boundary as part of advance investigative works for Metro North.20 This trench was located

				c. 365m from the northern end and identified within was a u-shaped boundary ditch located to the west of the central laneway which appeared to have been dug by modern machinery rather than being an original feature of the townland boundary.
MN/104/TP/010	Ballystruan	AC147 & near HC13 & HC19		
IT1	Ballymun	Near AC145 &HC19		
IT1a	Ballymun	Near AC145 &HC19		
IT2	Ballymun	AC145 & near AC146 & HC19		
IT3	Ballymun	AC145 & near AC146 & HC9		
IT4	Ballystruan	AC147		

5.0 MONITORING METHODOLOGY

Archaeological monitoring was carried out for the excavation of boreholes and trial pits deemed to be within or adjacent to the zones of archaeological potential for a number of RMP (Recorded Monuments and Places) sites including DU017:005 (ringfort – unclassified; DU014:027 (Castle-Towerhouse) DU014:021 (Field system, possible) DU013:019 (church and graveyard; National Monument). In addition, a number of boreholes/trial pits were within or adjacent to areas of archaeological potential as identified by the Metro West Environmental Impact Statement (EIS) (Table 3.5.1) and the Metro North Dardistown Depot EIS (Table 4.5.1) and these areas and the relevant boreholes/pits are identified in Tables 6.0.1 & 6.1.1 below.

The purpose of the advance monitoring was to determine the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts along the route of the proposed scheme which may otherwise be affected by the works.

An archaeological licence 10E410 was issued on the 22nd September 2010 for the monitoring of selected borehole and trial pit locations along the route.

All work was undertaken in accordance with the terms of the archaeological licence and the terms of the Archaeological Code of Practice agreed between the Railway Procurement Agency (RPA) and the Minister for the Environment, Heritage and Local Government. All boreholes comprised the hand excavation of a 1.2m deep inspection pit, prior to drilling. Each of these pits had an average diameter of 0.4m. Trial pits were excavated by a JCB machine fitted with a 0.5m bucket. Trial pits were excavated to an average width of 0.50m, to depths of approximately 3m and varied in length from 2-3m.

Each borehole/trial pit was archaeologically monitored until such time as natural subsoil or archaeological deposits were reached, whichever was encountered first. Each borehole/trial pit was photographed at pre, mid and post-excavation stage and the exposed stratigraphy was recorded.

6.0 MONITORING RESULTS

The excavation of a total of 12 trial pits and 13 boreholes were archaeologically monitored along the route of Metro West, (Table 6.0.1). In addition a further 10 trial pits, 5 boreholes and 5 infiltration test pits were monitored at the location of the proposed Metro North Dardistown Depot (Table 6.1.1). Monitoring took place intermittently form October 2010 to February 2011. Nothing of apparent archaeological significance was located in any of the pits or boreholes.

In two of the borehole inspection pits and two of the trial pits subsoil was not encountered and due to the depth of the trial pits and the restriction of the borehole inspection pits it was not possible to definitively say that there were no archaeological deposits present. The pits in question are: MW/202/BH/011, MN/104/BH/003, MN/104/TP/005 and MN/104/TP/010. The lack of subsoil in the boreholes could indicate the presence of an underlying deep archaeological feature such as a pit or ditch; or may related to substantial deposits of made ground. As the trial pits were

excavated through a large spoil heap to a depth of 3m it was simply not possible to access or properly view the trial pit base.

6.1 METRO WEST RESULTS

Table 6.1.1 Metro West Exploratory Holes

Exploratory hole requiring archaeological monitoring	Drawing Number	Townland	Archaeological Constraint	Date monitored
MW201/BH/010	MW TOPO200SURVEY_RevM-SM site plan 03-001 (Fig. 19)	Clonburrris Great	Near AC55	11/10/10
MW201/BH/011	MW TOPO200SURVEY_RevM-SM site plan 03-001 (Fig. 19)	Cappagh,	AC55	BH location was moved Archaeological supervision was not required
MW201/TP/016	MW TOPO200SURVEY_RevM-SM site plan 03-001 (Fig. 19)	Ronanstown	Near AC65	18/10/10
MW201/TP/018	MW TOPO200SURVEY_RevM-SM site plan 03-001 (Fig. 19)	Irishtown	Near AC67	18/10/10
MW202/TP/011	MW TOPO200SURVEY_RevM-SM site plan 05-001 (Fig. 20)	Coolmine	AC90 DU-50 O-066386	20/10/10
MW202/TP/012	MW TOPO200SURVEY_RevM-SM site plan 05-001 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 AC91/ AC92/AC93 DU013:019	20/10/10
MW202/TP/013	MW TOPO200SURVEY_RevM-SM site plan 05-001 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 AC91 /AC92/AC93 DU013:019	20/10/10
MW202/TP/014	MW TOPO200SURVEY_RevM-SM site plan 05-	Coolmine	AC90 DU-50-O-066386	20/10/10

	001 (Fig. 20)			
MW202/TP/015	MW TOPO200SURVEY_RevM-SM site plan 05-001 (Fig. 20)	Coolmine	AC90 DU-50-O-066386 and near AC94	20/10/10
MW202/BH/010	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Coolmine	Near AC95/AC96	14/02/11
MW202/BH/011	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Coolmine	Near AC95/AC96	14/02/11
MW202/BH/012	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Corduff	Near AC97	23/02/11
MW202/BH/013		Corduff	Near AC97	cancelled
MW202/BH/014	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Corduff	Near AC97	29/10/10
MW202/TP/021	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Corduff	AC99 and near AC100	29/10/10
MW203/TP/003	MW TOPO200SURVEY_RevM-SM site plan 06-001 (Fig. 21)	Snugborough	AC103 and near AC99	29/10/10
MW203/BH/001	MW TOPO200SURVEY_RevM-SM site plan 07-001 (Fig. 22)	Cappoge	AC109 DU014:027	28/09/10
MW203/BH/005	MW TOPO200SURVEY_RevM-SM site plan 07-001 (Fig. 22)	Cappoge	AC112	30/09/10
MW203/BH/009	MW TOPO200SURVEY_RevM-SM site plan 08-001 (Fig. 23)	Merryfalls	AC121 & AC129 DU014:021	21/10/10
MW203/BH/014	MW TOPO200SURVEY_R	Merryfalls	Near AC122 & AC125 AC121	29/10/10

	evM-SM site plan 08-001 (Fig. 23)		& AC129 DU014:021	
MW203/BH/015	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Merryfalls	Near AC122 &AC125 AC121 & AC129 DU014:021	21/10/10
MW203/BH/016	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Merryfalls	AC121 & AC129 DU014:021	21/10/10
MW203/BH/012	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Silloge	n/a	21/10/10
MW203/BH/017	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Silloge	AC128 and AC129 DU014:021	21/10/10
MW203/TP/016	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Silloge	AC121 & AC129 DU014:021	21/10/10
MW203/TP/027	MW TOPO200SURVEY_R evM-SM site plan 08-001 (Fig. 23)	Silloge	AC121 & AC129 DU014:021	21/10/10

6.2 AREA MW201 CLONBURRIS GREAT TOWNLAND

Borehole MW201/BH/10

Stratigraphy comprised approximately 0.3m of sod, overlying hardcore up to 0.9m deep. Underlying this, a yellow/brown natural subsoil was present at a depth of 1.2m. Nothing of archaeological significance was encountered (Plate 1).

6.3 AREA MW201 IRISHTOWN TOWNLAND

Trial Pit MW201/TP/018

Stratigraphy comprised approximately 0.95m of mid-brown silty clay topsoil with inclusions of plastic and paper. Below this was darker brown clay between 0.95m and 1.2m deep. It contained frequent inclusions of stones especially at the bottom of the deposit. There were a number of fragments of thin wood in this layer. Below this was a dark drown deposit containing frequent stones. These deposits appear to have been disturbed and re-deposited material. Nothing of archaeological significance was encountered (Plate 2).

6.4 AREA MW201 RONANSTOWN TOWNLAND

Trial Pit MW201/TP/016

The topsoil consisted of mid-brown sandy silt and extended to a depth of approximately 0.65m. Below this was light grey/mottled yellow subsoil with large stone inclusions up to the excavated depth of 1.2m. Nothing of archaeological significance was encountered (Plate 3).

6.5 AREA MW202 COOLMINE TOWNLAND

Trial Pit MW202/TP/011

Trial pit 0.5m wide and approximately 3m in length excavated on grassy parkland adjacent to park boundary 0.35m of topsoil material removed exposing greyish brown compact silty clay glacial deposits. Nothing of archaeological significance was encountered (Plate 4).

Trial Pit MW202/TP/012

Trial pit 0.5m wide and approximately 3m in length excavated on grassy parkland. 0.34m of topsoil material removed exposing yellowish brown glacial clay deposit. Nothing of archaeological significance was encountered (Plate 5).

Trial Pit MW202/TP/013

Trial pit 0.35m wide and 2.9m in length excavated through hardcore material adjacent to park boundary. 0.4m of back filled hardcore and gravel removed

exposing a compact yellowish brown glacial clay deposit. Nothing of archaeological significance was encountered (Plate 6).

Trial Pit MW202/TP/014

Trial pit measuring 2.9m long by 0.7m wide. Removal of 0.3m of topsoil (light yellow brown sandy clay) revealed a compact grey brown silty clay with decaying limestone. Nothing of archaeological significance was encountered (Plate 7).

Trial Pit MW202/TP/015

Trial pit measuring 3m long by 0.6m wide. Topsoil (light yellow brown sandy clay) up to 0.35m deep then a layer of fill containing pieces of plastic up to a depth of 1.2m overlying compact grey brown clay with decaying limestone bedrock. Nothing of archaeological significance was encountered (Plate 8).

Borehole MW/202/BH/010

The inspection pit for the borehole was excavated by hand apart from the top 0.15m which was concrete. Under the concrete was hardcore present up to 0.45m below the surface. Underlying this was an extremely compact light brown sandy clay with occasional stone inclusions. This appeared to be natural subsoil. Nothing of archaeological significance was encountered (Plate 9).

Borehole MW/202/BH/011

The inspection pit for this borehole was also excavated by hand apart from the top 0.15m which was concrete. Under the concrete was hardcore present up to 0.40m below the surface. Underlying this was an apparent topsoil but with a depth of up to 0.7m, the depth of which may indicate it was imported. It was a dark brown silty sand loam with frequent tree roots. The inspection pit was excavated to a depth of 1.2m, subsoil was not exposed. Nothing of archaeological significance was encountered (Plate 10).

6.6 AREA MW202 CORDUFF TOWNLAND

Borehole MW/202/BH/012

The inspection pit for this rotary borehole was excavated by hand up to a depth of 0.5m. The top 0.5m comprised loose stones which were part of the drainage channel at the verge of the N3. Under this was a gritty brown grey silty clay which appeared to be natural. However, with the absence of topsoil it was not possible to tell whether the subsoil had been scarped or not. It is probable that this area was disturbed during the construction of the N3. Nothing of archaeological significance was encountered (Plate 11).

Borehole MW/202/BH/014

Inspection pit for borehole excavated by hand at the bottom of a road embankment and adjacent to a culverted river. Excavated to a depth of 1.2m through hardcore. Nothing of archaeological significance was encountered (Plate 12).

Trial pit MW202/TP/021

Trial pit measuring approximately 3m long by 0.7m wide excavated through sod and hardcore to a depth of 3m. In the area of a modern bank associated with the adjacent road. Natural may have been exposed at the base. Too dangerous to enter (Plate 13).

6.7 AREA MW203 SNUGBOROUGH TOWNLAND

Trial pit MW203/TP/003

Trial pit measuring 3m long by 0.65m wide. It was excavated through topsoil with a depth of 0.35m and hardcore/overburden between 0.35m and 3m deep. It was located in the area of a modern bank associated with the adjacent road. Natural may have been exposed at the base but it was too dangerous to investigate. Nothing of archaeological significance was encountered (Plate 14).

6.8 AREA MW203 CAPPOGE TOWNLAND

Borehole MW203/BH/001

This inspection pit measured 0.4m in diameter and was excavated through a disturbed and redeposited grey brown sandy clay, sticky with frequent medium-large stone inclusions. It was present up to the excavated depth of 1.2m. Nothing of archaeological significance was encountered (Plate 15).

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Borehole MW203/BH/005

The inspection pit measured 0.4m in diameter. It was excavated through 0.42m of topsoil, a mid brown sandy clay with infrequent small stone inclusions above a yellow-brown natural subsoil. Nothing of archaeological significance was encountered (Plate 16).

6.9 AREA MW203 MERRYFALLS TOWNLAND

Borehole MW203/BH/009

The inspection pit measured 0.4m in diameter. It was excavated through a mid brown silty clay topsoil up to 0.4m deep. This overlay a grey brown sticky clay subsoil with decayed stone inclusions. Nothing of archaeological significance was encountered (Plate 17).

Borehole MW203/BH/014

The inspection pit measured 0.4m in diameter. It was excavated through topsoil up to 0.4m deep and overlay a grey brown sticky clay subsoil. Nothing of archaeological significance was encountered (Plate 18).

Borehole MW203/BH/015

The inspection pit for borehole measured 0.38m in diameter. It was excavated through a mid brown loamy clay topsoil up to 0.4m deep. This overlay a light mottled brown grey compact clay subsoil with flecks of decayed stone. Nothing of archaeological significance was encountered (Plate 19).

Borehole MW203/BH/016

The inspection pit measured 0.4m in diameter. It was excavated through topsoil of mid brown grey silty clay with a depth of up to 0.36m. The underlying subsoil was a light grey silty clay. Nothing of archaeological significance was encountered (Plate 20).

6.10 AREA MW203 SILLOGE TOWNLAND

Borehole MW203/BH/012

The inspection pit measured 0.38m in diameter. It was excavated through a mid grey brown silty clay topsoil up to 0.37m deep. One fragment of brown bottle glass recovered. This overlay a mid grey brown silty clay subsoil. Nothing of archaeological significance was encountered (Plate 21).

Borehole MW203/BH/017

The inspection pit measured 0.42m in diameter. It was excavated through a friable brown silty clay topsoil up to 0.46m deep. Underlying this was a compact light orangey brown silty clay. Nothing of archaeological significance was encountered (Plate 22).

Trial Pit MW203/TP/016

Trial Pit measured 2.5m long by 0.73m wide. It was excavated through a mid-orange brown silty clay topsoil up to 0.4m deep. This overlay a compact light orange brown silty clay with flecks of decayed stone. Nothing of archaeological significance was encountered (Plate 23).

Trial Pit MW203/TP/027

Trial pit measured 2.5m long by 0.7m wide. It was excavated through topsoil of mid brown silty clay up to 0.29m deep. Underlying the topsoil was a moderately compact

yellow brown silty clay with decayed stone. Nothing of archaeological significance was encountered (Plate 24).

6.11 METRO NORTH DARDISTOWN DEPOT RESULTS

A list of the boreholes and trial pits archaeologically monitored at the site of the proposed Metro North Dardistown Depot is provided in Table 6.1.1

Table 6.1.1 Metro North Dardistown Depot Exploratory holes

Exploratory hole requiring archaeological monitoring	Drawing Number	Townland	Archaeological Constraint Metro West (AC) & Metro North (HC)	Date monitored
MN/104/TP/001	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	Near AC145 & HC10	09/02/11
IT1	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	Near AC145 &HC19	11/02/11
IT1a	REVISED OS SITE PLAN-SM Site Plan 02-000 (Not indicated on Fig. 24 but was located directly east of IT1)	Ballymun	Near AC145 &HC19	11/02/11
MN/104/BH/001	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	Near Area MW203 AC145 & HC10	08/02/11
MN/104/TP/002	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	AC145 & near HC19	09/02/11
MN/104/TP/003	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	AC145	09/02/11
IT2	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	AC145 & near AC146 & HC19	11/02/11
MN/104/BH/002	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun note moved from original location in Ballystruan	AC145 & next to AC146 & HC19	08/02/11
MN/104/TP/004	REVISED OS SITE PLAN-SM Site Plan 02-	Ballymun	AC145 & near	10/02/11

	000 (Fig. 24)		HC9 & HC19	
IT3	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	AC145 & near AC146 & HC9	11/02/11
MN/104/BH/004	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballymun	AC145 & next to AC146, HC9 & HC19	08/02/11
MN/104/BH/002a	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	Near AC145 and AC146, HC19 & HC21	11/02/11
MN/104/TP/009	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	AC147 & near HC13 & HC19	10/02/11
MN/104/TP/010	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	AC147 & near HC13 & HC19	10/02/11
MN/104/TP/005	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan, note moved from original location in Ballymun	Near AC148 & within HC7	09/02/11
IT4	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	AC147	11/02/11
MN/104/TP/006	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan, note location moved slightly to west from original location	Near AC148 & within HC7 & HC21	10/02/11
MN/104/TP/007	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	Near AC148 & within HC7 & HC21	10/02/11
MN/104/TP/008	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	AC149 & near HC7 & HC21	10/02/11
MN/104/BH/003	REVISED OS SITE PLAN-SM Site Plan 02-000 (Fig. 24)	Ballystruan	AC149 & near HC7 & HC21	08/02/11

6.12 AREA MN104 BALLYMUN TOWNLAND

Trial Pit MN/104/TP/001

The trial pit measured approximately 3m long by 0.5m wide. Topsoil was a grey brown silty clay with a depth of up to 0.33m. This overlay a yellow brown silty clay

subsoil in which no archaeological features were observed. The subsoil was present between 0.33m and 0.5m below ground surface. Below this was a very compact decaying limestone boulder clay, this was excavated up to 2.8m at which point it became too solid to excavate further (Plate 25).

Infiltration Test 1 IT1

Infiltration Test pit 1 measured approximately 1m wide and 3m long. The topsoil was a grey brown silty clay and had a depth of up to 0.4m. The subsoil was a yellow brown silty clay. Nothing of archaeological significance was apparent in this pit. This test pit could not be excavated to the depth required due to the presence of a land drain and so it was abandoned and IT1a excavated a little further to the east (Plate 26).

Infiltration Test IT1a

Infiltration Test pit 1a measured approximately 1m wide and 3m long. The topsoil which was a grey brown silty clay measured up to 0.43m deep. The underlying subsoil was a yellow brown silty clay. There were no archaeological finds or features uncovered. Subsoil was present up to a depth of 0.7m where a compact grey limestone rich clay was encountered. The test pit was excavated up to a depth of 3m to facilitate the soak away test (Plate 27).

Borehole MN/104/BH/001

Inspection pit for borehole excavated by hand. It measured up to 0.4m in diameter. It was excavated through grey brown clayey silt topsoil up to 0.25m deep and yellow brown silty clay subsoil up to a depth of 1.2m. Nothing of archaeological significance was uncovered (Plate 28).

Trial Pit MN/104/TP/002

The trial pit measured approximately 3m long by 0.5m wide. Topsoil was a grey brown silty clay with a depth of up to 0.22m. Underlying this was a yellow brown silty clay subsoil. Nothing of archaeological significance was encountered in this trial pit.

The subsoil was located between 0.22m-0.55m deep and overlay a grey stony clay which was present up to a depth of 1.4m. Below this was a very dark grey stony compact clay. The same boulder clay as encountered in the previous trial pit (MN/104/TP/001). This was present up to the maximum depth of excavation at 3m (Plate 29).

Trial Pit MN/104/TP/003

The trial pit measured approximately 3m long by 0.5m wide. Topsoil was a grey brown silty clay with a depth of up to 0.4m. It overlay yellow brown silty clay. Nothing of archaeological significance was uncovered in this trial pit. Similar natural stratigraphy was encountered in the rest of this trial pit as that noted for the first two (Plate 30).

Infiltration Test 2 IT2

Infiltration Test pit 2 measured approximately 1m wide by 3m long, Topsoil was a grey brown silty clay and measured up to 0.4m deep. The underlying subsoil was a yellow brown silty clay. Nothing of archaeological significance was visible in this pit. The pit was further excavated to a depth of 3m for the soak away test. Subsoil was present up to 0.7m where a grey limestone rich boulder clay was encountered up to the total depth of 3m (Plate 31).

Borehole MN/104/BH/002

Inspection pit for borehole excavated by hand. It measured up to 0.4m in diameter. It was excavated through grey brown clayey silt topsoil up to 0.25m deep and yellow brown silty clay subsoil up to a depth of 1.25m. Nothing of archaeological significance was uncovered (Plate 32).

Trial Pit MN/104/TP/004

The trial pit measured approximately 3m long by 0.5m wide. It was excavated through a grey brown silty clay topsoil with a depth of up to 0.38m. Underlying this was a yellow brown silty clay subsoil. No archaeological features were uncovered.

Similar natural stratigraphy was encountered in the rest of this trial pit as that noted for the others (Plate 33).

Infiltration Test 3 IT3

Infiltration Test 3 measured approximately 1m wide by 3m long. The topsoil was a grey brown silty clay measuring up to 0.38m deep. The subsoil was a yellow brown silty clay. Nothing of archaeological significance was apparent in this pit. The subsoil was present up to a depth of 0.6m where the grey limestone boulder clay was encountered up to the total depth of excavation at 3m (Plate 34).

Borehole MN/104/BH/004

Inspection pit for borehole excavated by hand. It measured up to 0.4m in diameter. It was excavated through grey brown clayey silt topsoil up to 0.85m deep. There was no sign of the yellow brown silty clay subsoil in this inspection pit and the topsoil material directly overlay a dark blue grey silt up to a depth of 1.2m. Nothing of archaeological significance was uncovered (Plate 35).

6.13 AREA MN104 BALLYSTRUAN TOWNLAND

Borehole MN/104/BH/002a

Due to problems with access, it was necessary to excavate a second borehole next to MN/104/BH/002. The inspection pit was excavated by hand. It had a diameter of up to 0.4m. The topsoil was a grey brown silty clay with a depth of up to 0.32m. At this point a stone filled drain containing a large concrete pipe was encountered. This resulted in the borehole being moved very slightly to the west. Again the topsoil which was a grey brown silty clay had a depth of up to 0.32m. Underlying this was a dark grey compact boulder clay. The subsoil appeared to be absent. It seems likely that the boulder clay material may be redeposited within the drain trench (Plate 36).

Trial Pit MN/104/TP/009

This trial pit was excavated through a mound of rubble. The mixed rubble fill which appears to be associated with the demolition of a farm building was up to 1.4m deep.

The depth of mixed rubble measured up to 1.8m. Between 1.8m and 2.1m appeared to be the yellow brown silty clay subsoil in which no archaeological features were apparent. This may have been scarped although it was not possible to tell for certain as the topsoil was absent. Underlying the subsoil was boulder clay present up to a depth of 3.6m (Plate 37).

Trial Pit MN/104/TP/010

This trial pit was excavated through the same mound of rubble as Trial pit MN/104/TP/009. In this location the rubble measured up to 1.6m deep. Underlying this was a grey brown clay, bearing no resemblance to either the topsoil or subsoil discovered elsewhere. Nothing of archaeological significance was apparent; however, it was not possible to ascertain whether any archaeological features were present at this depth (Plate 38).

Trial Pit MN/104/TP/005

This trial pit was excavated on top of an artificially raised mound of recent construction. The trial pit measured approximately 3m long by 0.5m wide. The pit was excavated through up to 3.3m of made ground consisting of grey brown clay mixed with red brick and occasional plastic fragments. At 3.3m there was a strong odour which may have been from a rotting sod layer, possibly the original ground level. The pit was further excavated up to a depth of 4.4m but it was too dark to see if subsoil was encountered and there was no indication of it from the material excavated (Plate 39).

Infiltration Test 4 IT4

Infiltration Test 4 measured approximately 1m wide by 3m long. The topsoil which was a grey brown silty clay measured up to 0.38m deep. The underlying subsoil was a yellow brown silty clay. Nothing of archaeological significance was encountered in this pit. The subsoil was present up to a depth of 0.75m. Underlying this was the grey limestone boulder clay which was visible right up to the maximum depth of excavation at 3m (Plate 40).

Trial Pit MN/104/TP/006

This trial pit was also excavated through made ground surrounding a soccer pitch. The trial pit measured approximately 3m long by 0.5m wide. The mixed rubble fill used to level the ground measured up to 1.4m deep. Underlying this was a very compact grey stony clay; the boulder clay. The topsoil and subsoil appeared to be completely absent in this trench and nothing of archaeological significance was uncovered (Plate 41).

Trial Pit MN/104/TP/007

This trial pit was excavated through an artificially raised mound of modern construction. The trial pit measured approximately 3m long by 0.5m wide. The top 1.4m consisted of rubbish. This overlay a wet yellow brown stony clay which appeared to be natural subsoil and was present up to a depth of 3m where the boulder clay was encountered. It was not clear whether the subsoil had been scarped prior to creation of the dump; however, there was no sign of the original topsoil. Nothing of archaeological significance was encountered in this trial pit (Plate 42).

Trial Pit MN/104/TP/008

The trial pit measured approximately 3m long by 0.5m wide. The topsoil again was a grey brown silty clay with a depth of up to 0.38m. The underlying subsoil was a brownish yellow silty clay present between 0.38m-0.6m. Between 0.6m and 3m was a compact grey boulder clay. Nothing of archaeological significance was encountered in this trial pit (Plate 43).

Borehole MN/104/BH/003

Inspection pit for borehole excavated by hand. It measured up to 0.4m in diameter. Topsoil was a grey brown silty clay measuring up to 0.32m deep. This overlay a mottled yellow grey brown clay which was not clearly natural subsoil but nevertheless had no apparent intrusions. Nothing of archaeological significance was apparent (Plate 44).

7.0 SUMMARY OF RESULTS

The excavation of a total of 12 trial pits and 13 boreholes were subject to archaeological monitoring along the route of the proposed Metro West scheme. A further 10 trial pits, 5 boreholes and 5 infiltration test pits were monitored at the location of the proposed Metro North Dardistown Depot. Nothing of apparent archaeological significance was located in any of the pits or boreholes, however, in two of the borehole inspection pits and two of the trial pits subsoil was not encountered.

8.0 DISCUSSION AND RECOMMENDATIONS

Archaeological monitoring of geotechnical investigations along the route of Metro West and at the Metro North Dardistown Depot did not reveal any definitive evidence of archaeological features or deposits. The location of subsoil or other deposits was too deep in two of the trial pits to ascertain for certain whether there was any archaeological material present. Similarly, two borehole inspection pits did not reach subsoil at depths of 1.2m; however, neither were there any archaeological intrusions which might have suggested these deposits were archaeological. Therefore no further archaeological investigation in relation to the above exploratory holes is merited.

These recommendations are subject to approval by the Department of Arts Heritage and the Gaeltacht.

9.0 BIBLIOGRAPHY

RPA (2010) Metro West, Old Blessington Rd Tallaght to Dardistown Environmental Impact Statement. Dublin: Railway Procurement Agency.

RPA (2011) Metro North Dardistown Depot, Environmental Impact Statement Dublin: Railway Procurement Agency.

Figures & Plates

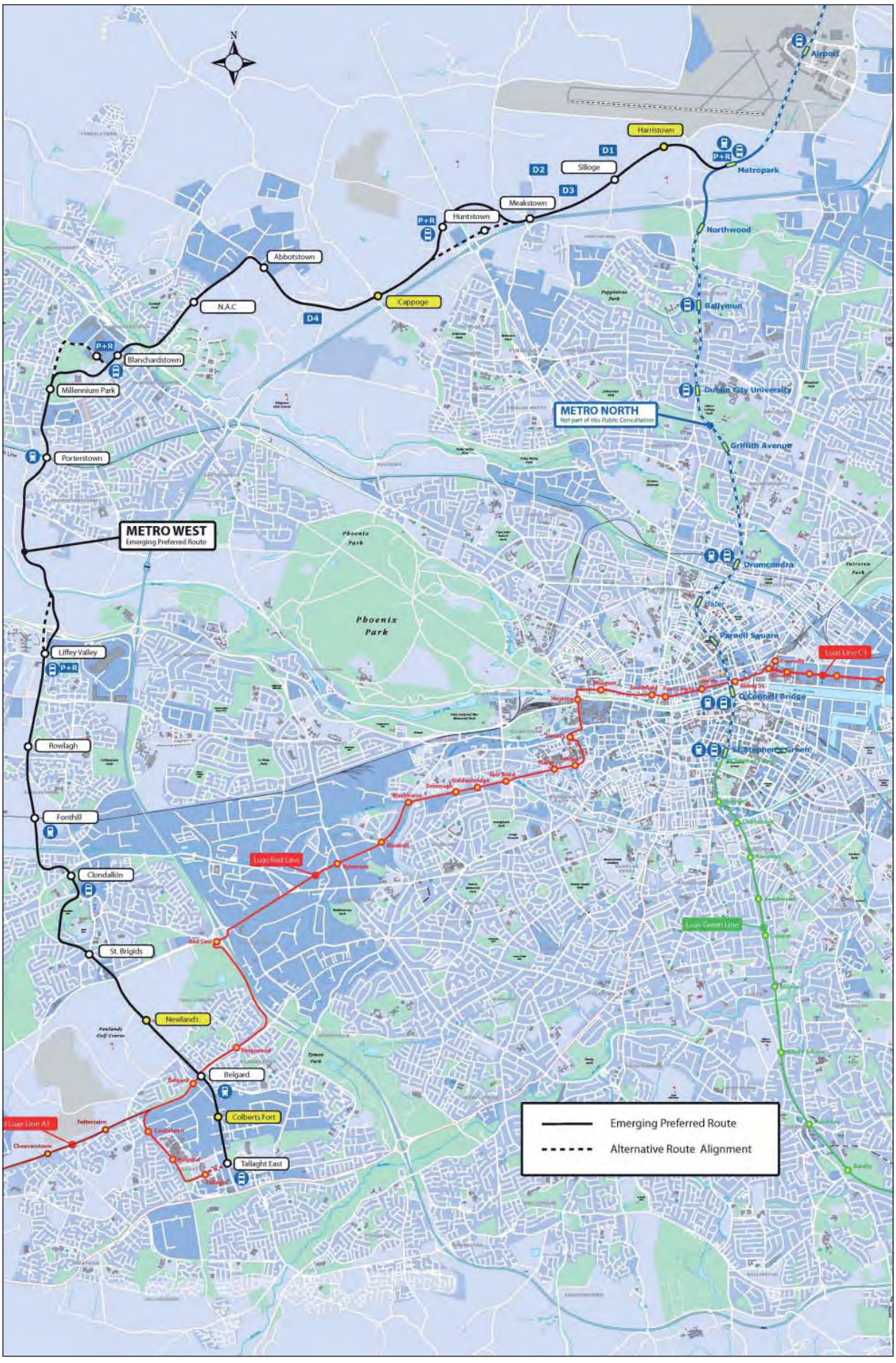

Fig. 1: General location plan.

Fig. 2: Overall route map of Metro West.

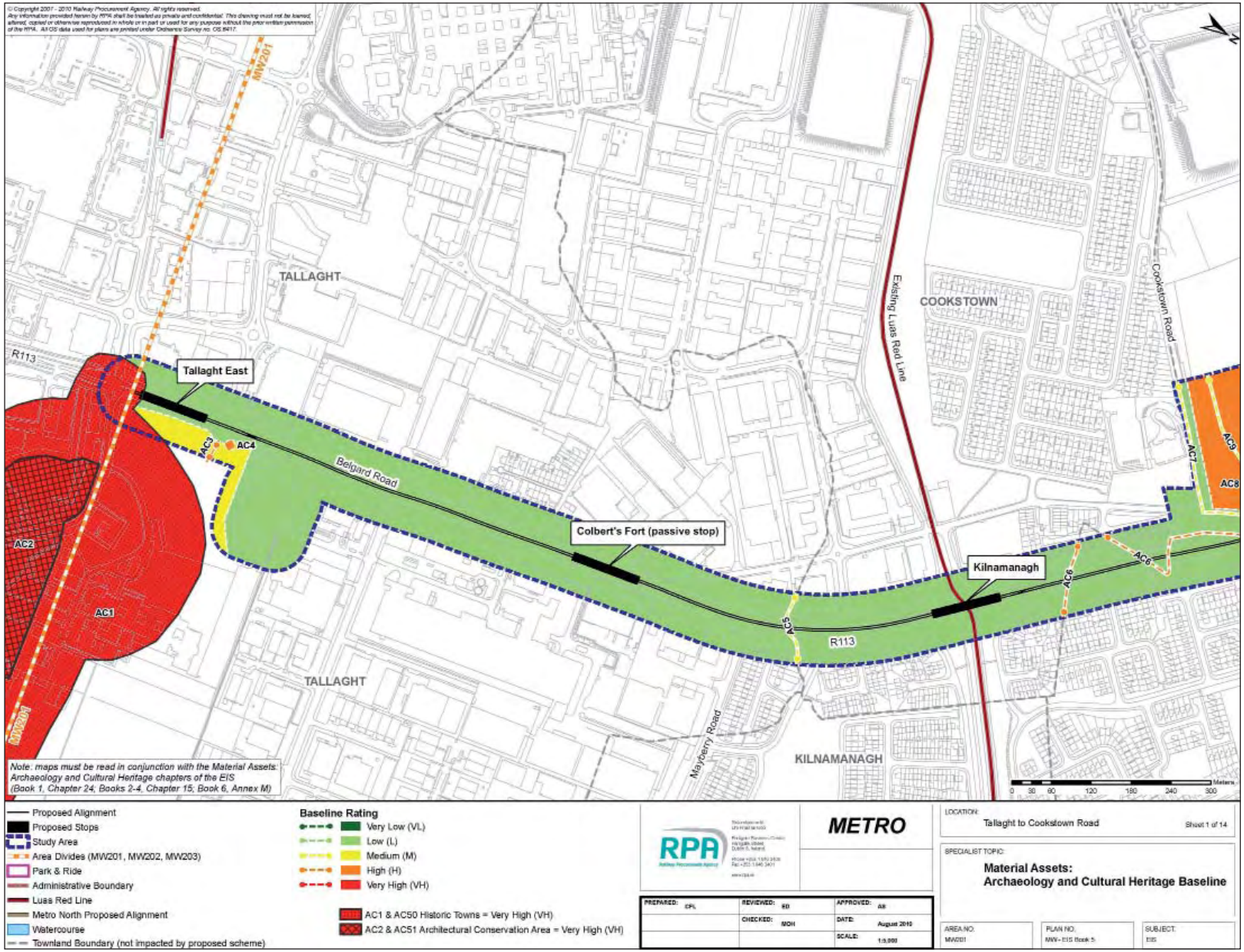

Fig. 3: Archaeology and Cultural Heritage Baseline map-1.

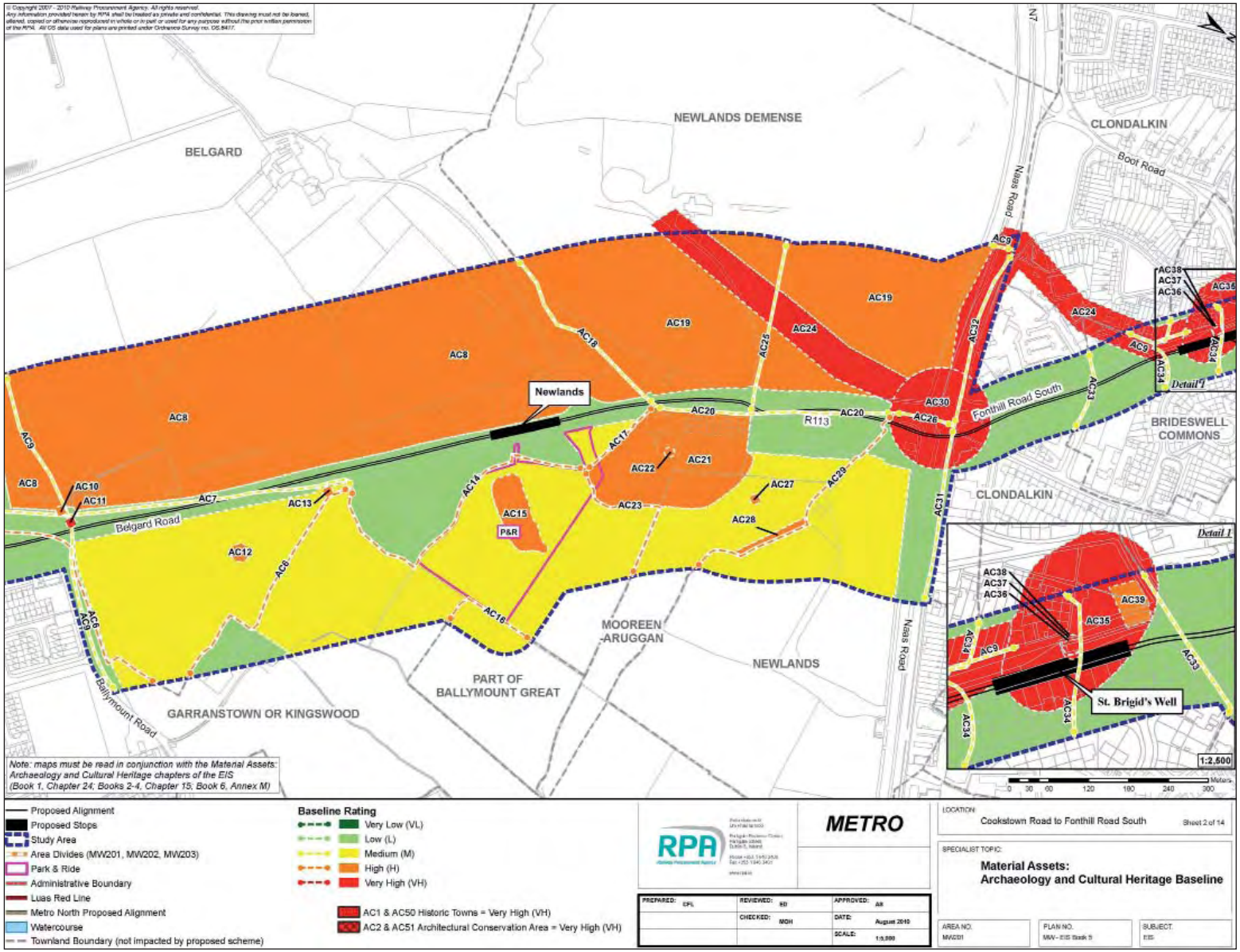

Fig. 4: Archaeology and Cultural Heritage Baseline map-2.

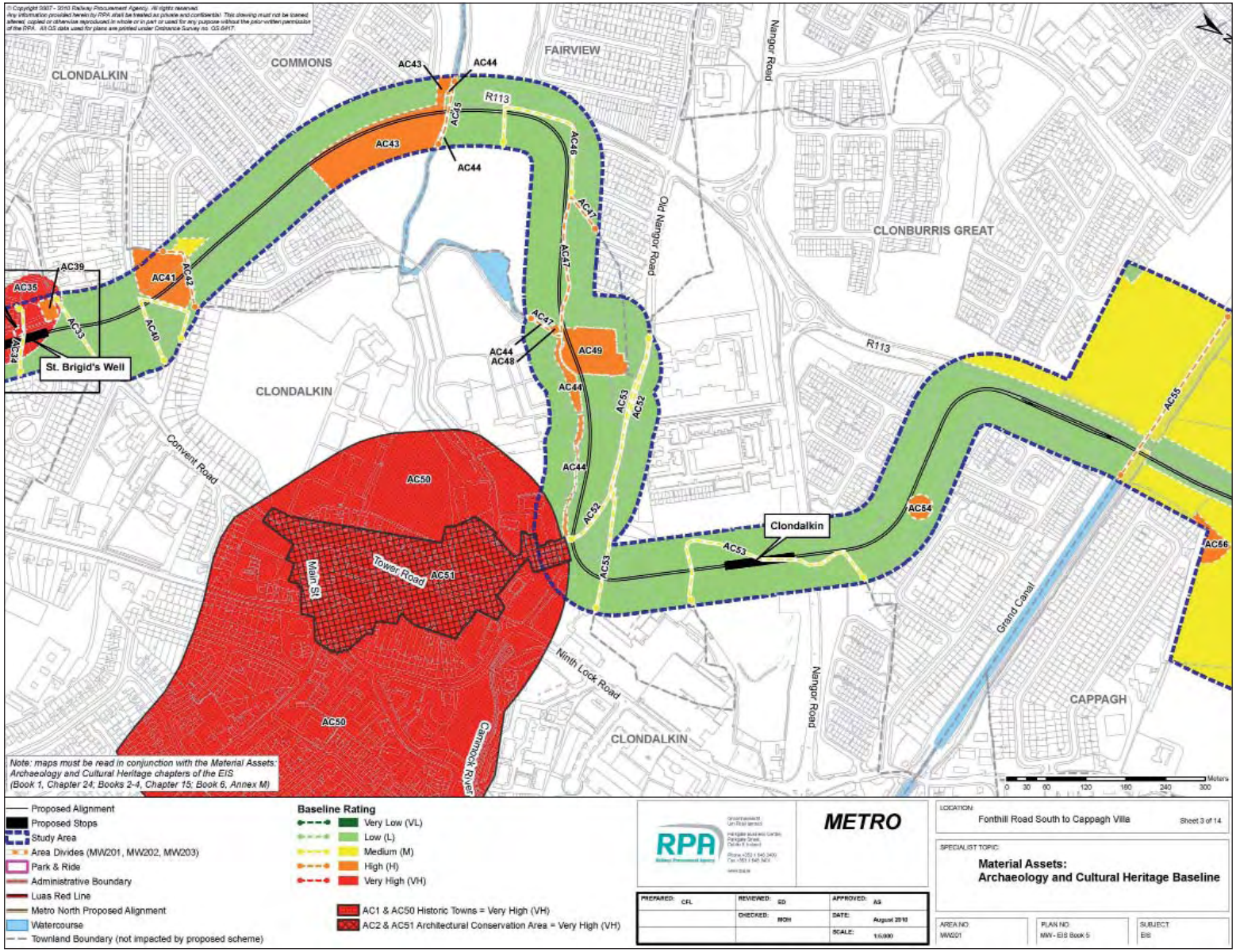

Fig. 5: Archaeology and Cultural Heritage Baseline map-3.

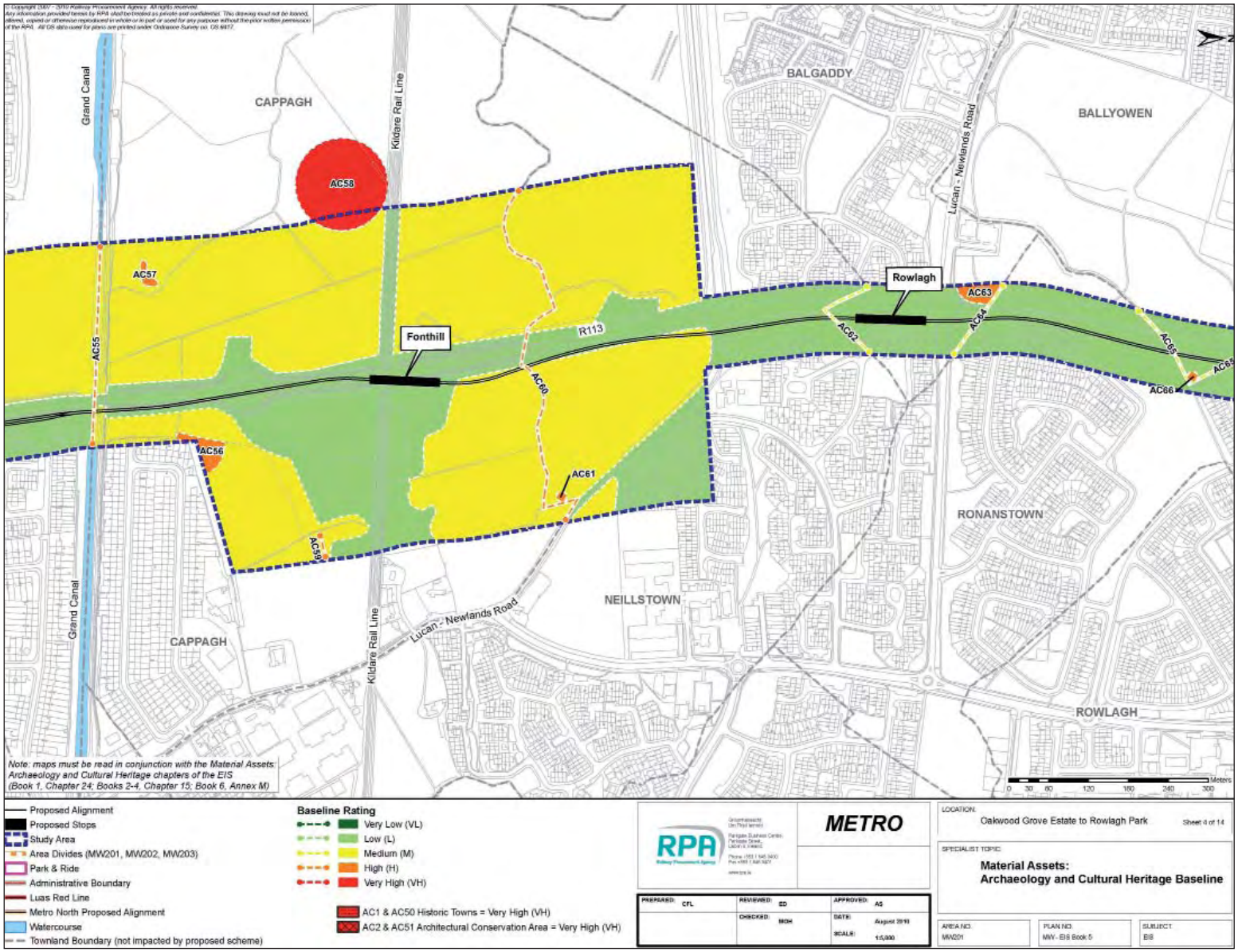

Fig. 6: Archaeology and Cultural Heritage Baseline map-4.

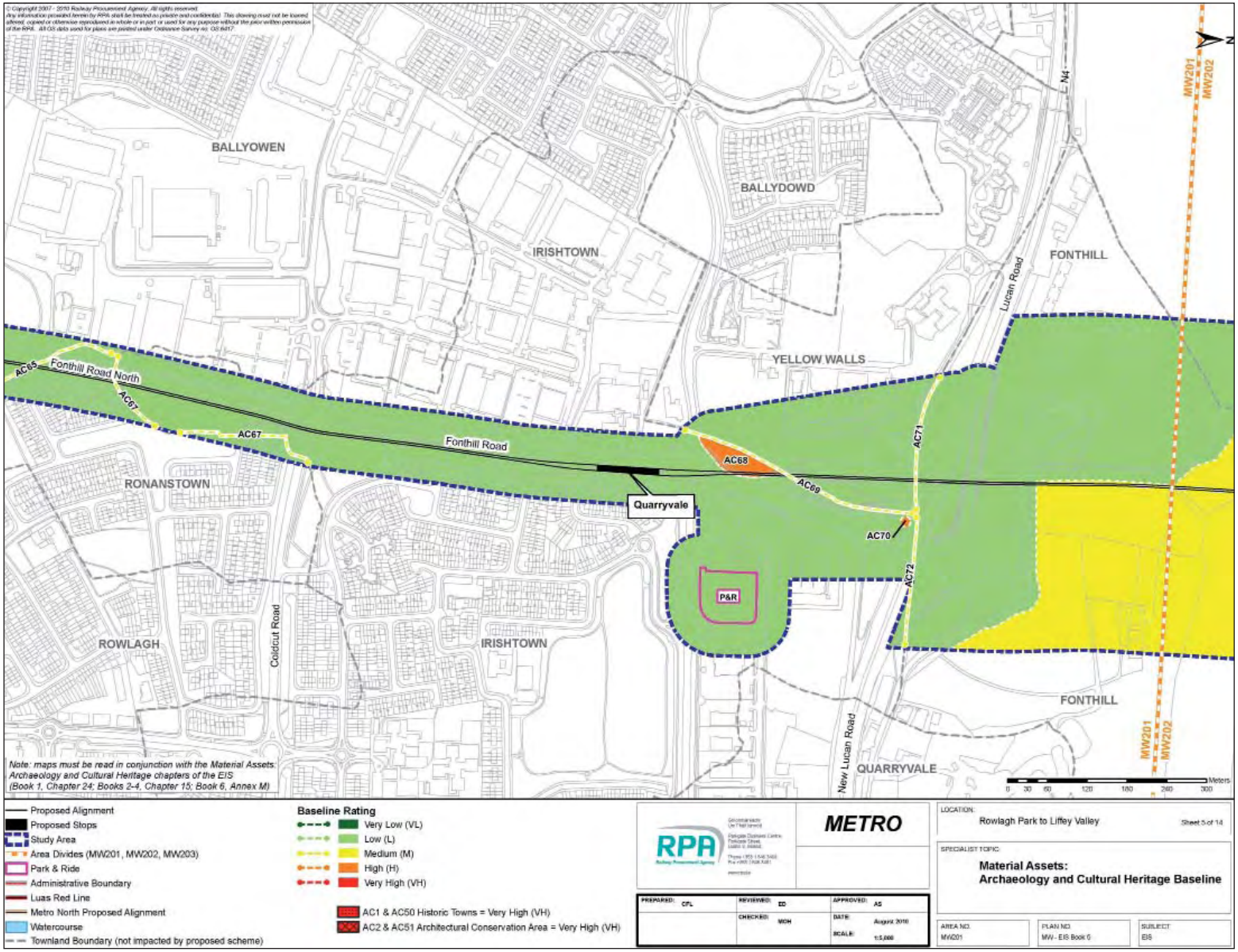

Fig. 7: Archaeology and Cultural Heritage Baseline map-5.

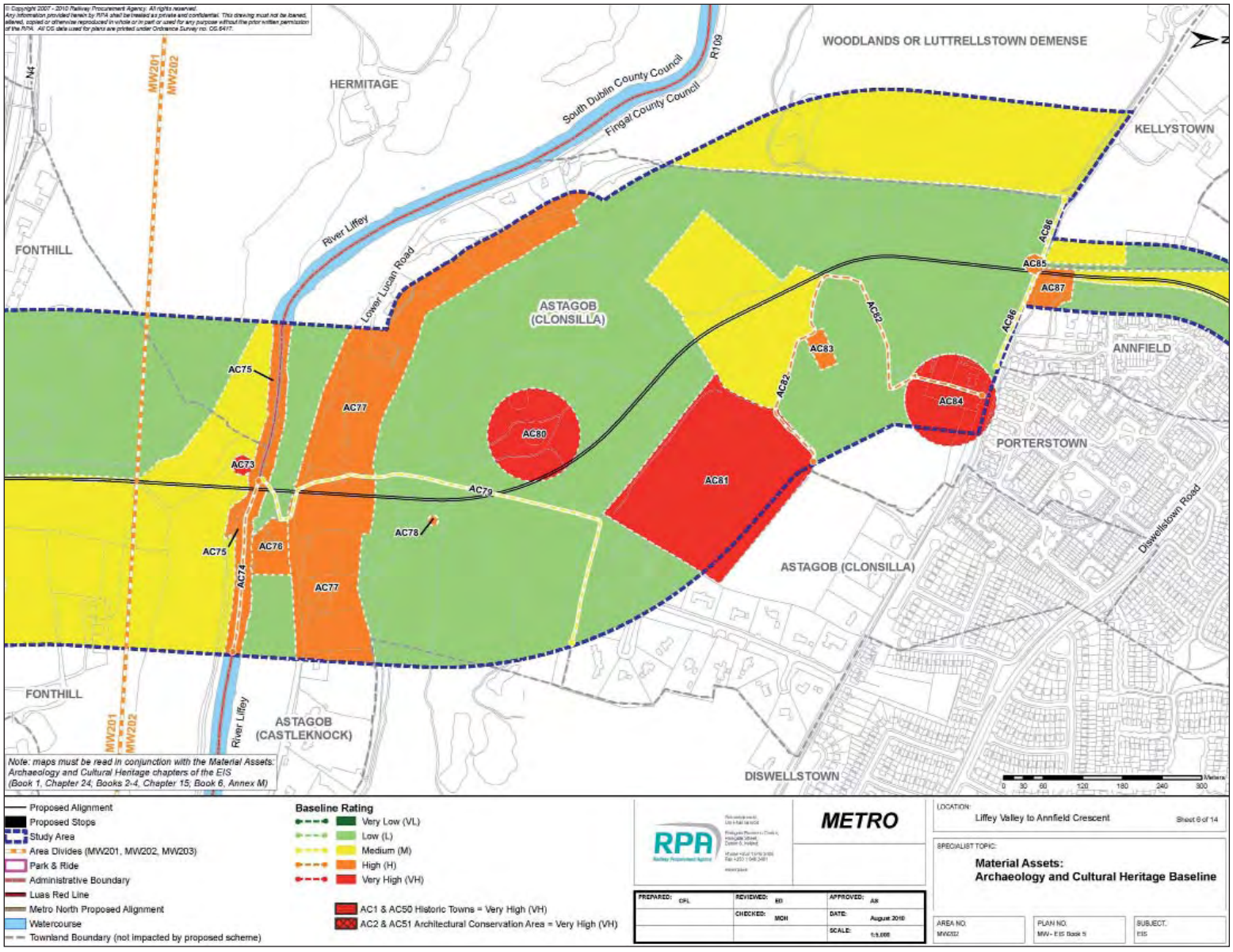

Fig. 8: Archaeology and Cultural Heritage Baseline map-6.

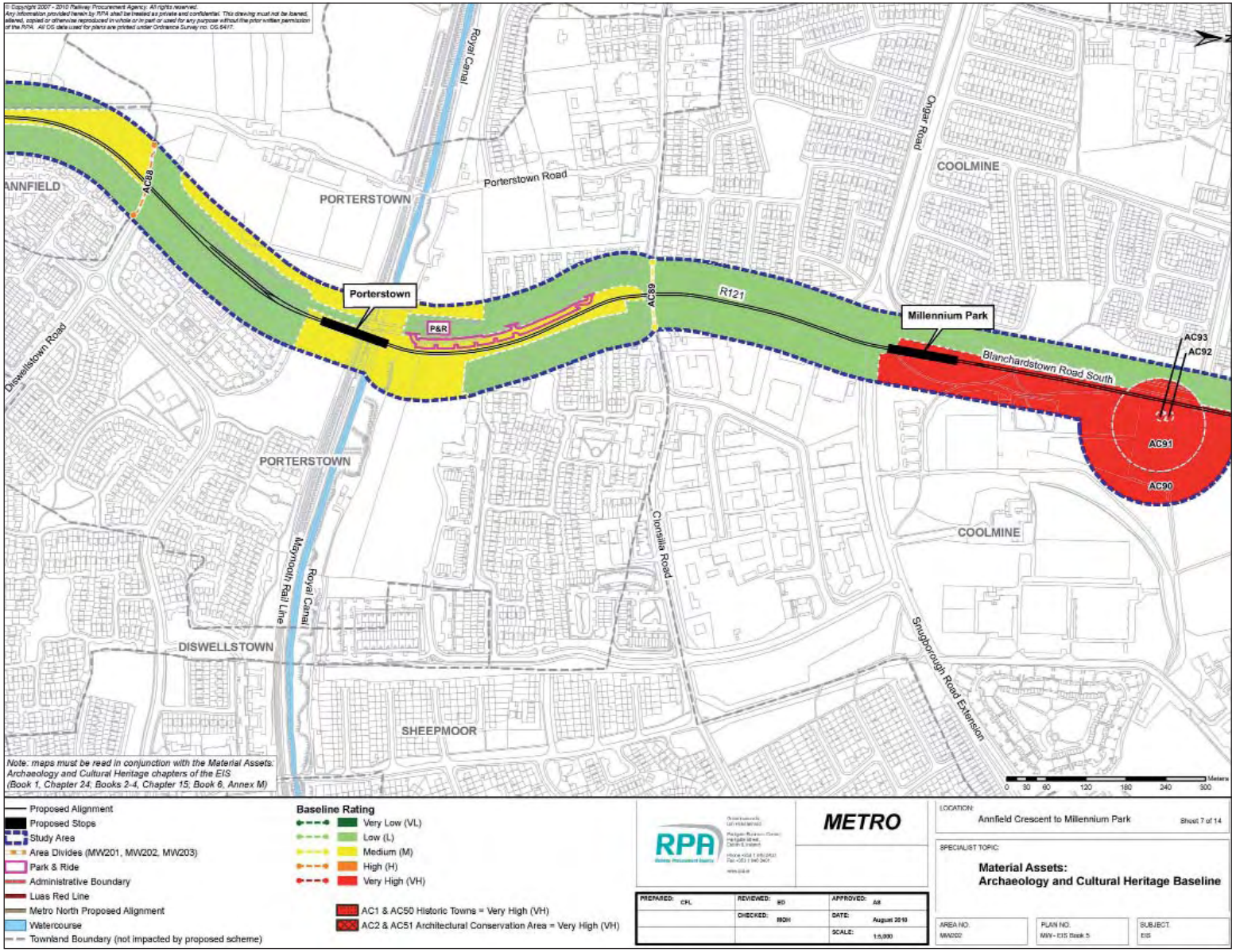

Fig. 9: Archaeology and Cultural Heritage Baseline map-7.

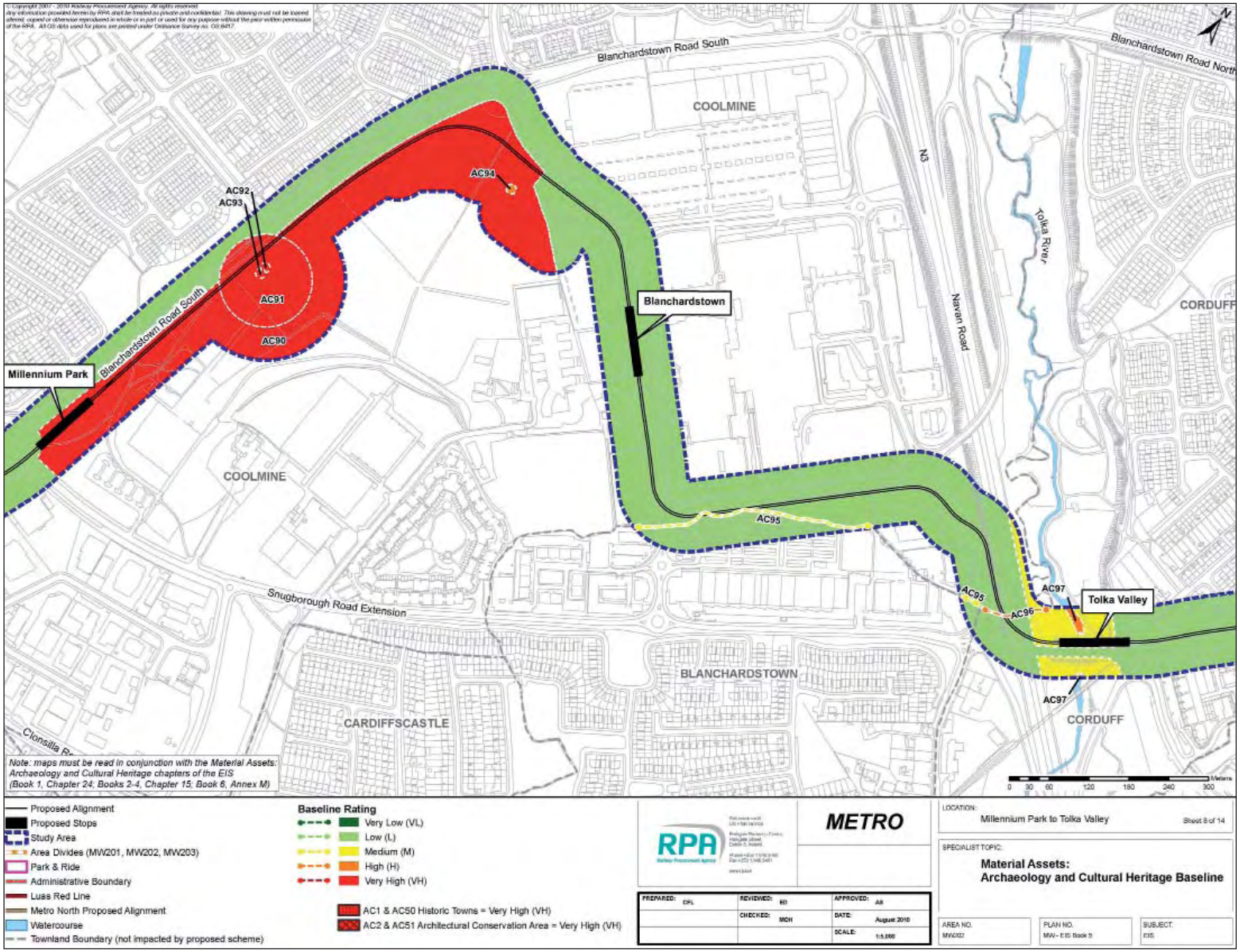

Fig. 10: Archaeology and Cultural Heritage Baseline map-8.

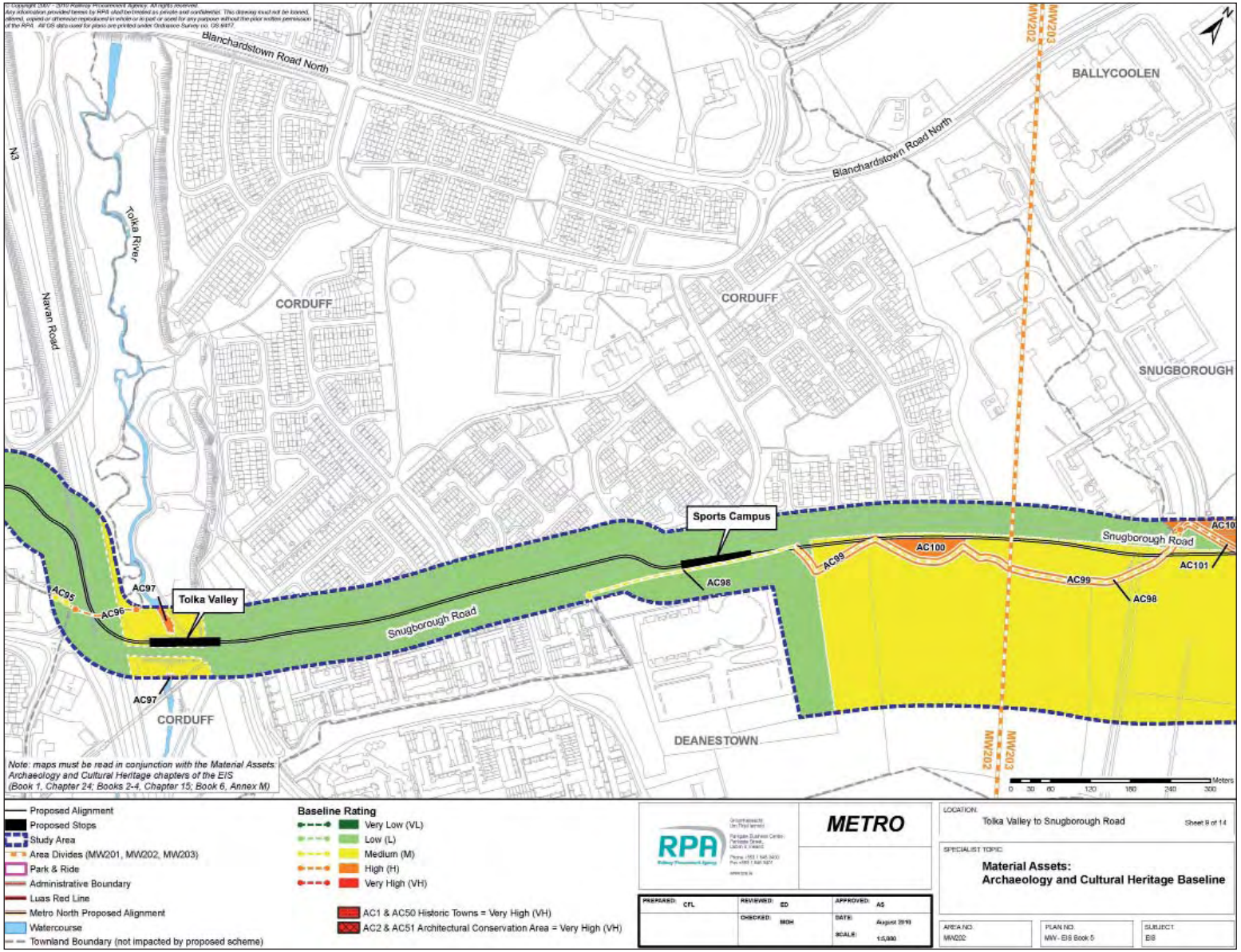

Fig. 11: Archaeology and Cultural Heritage Baseline map-9.