



**Assessment Report on the Results of Metro
North Advance Archaeological Test Trenching,
Testing Area 13, Ballymun and Balcurris
townlands, Co. Dublin,
RPA ref: (MN104) Dublin Airport Boundary
(South) to M50 motorway**

Excavation Licence Number: 09E481
Director: John Channing
Report Author: James Hession
Project Code: RPMN08
Client: Railway Procurement Agency RPA 7120_5
Townlands: Ballymun and Balcurris
Ordnance Datum: 9.5 m
NGR:315528/240930

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SUMMARY

Metro North is a light rail project, the route of which will run along a proposed 18 km corridor, from Belinstown in North County Dublin, through Dublin Airport, to the City Centre at St. Stephen's Green.

Headland Archaeology (Ireland) Ltd was commissioned by the Railway Procurement Agency (RPA) to carry out advance archaeological testing of the proposed Metro North scheme. For the purposes of archaeological assessment the Metro North route has been sub-divided into fourteen testing areas, TA 1–14. This report outlines the results of Advance Archaeological Test Trenching undertaken in Testing Area 13 Ballymun and Balcurris townlands (MN104), Co. Dublin on the footprint of the Metro North alignment, Northwood Stop and construction compound (Compound 10A) (09E481).

The programme of advance archaeological testing for Metro North was carried out following a series of non-invasive archaeological investigations including an Environmental Impact Assessment (EIA; CRDS Ltd 2008), the preparation of an Archaeological Strategy Document (MGL Ltd 2007) and a programme of geophysical survey (08R0117; Thebaudeau and Harrison 2009).

The EIA process originally identified the townland boundary between Ballymun and Balcurris townlands as a site of archaeological significance within Testing Area 13 (CRDS Ltd. 2008; HC#401). An area of archaeological potential (HC # 20), identified in the Metro North EIS (CRDS Ltd. 2008) as the site of a mid-18th century Charter School (HC # 407), a gate Lodge (HC # 408) and a building (HC # 409), was also identified within the area. The geophysical survey carried out in this area revealed no anomalies of archaeological potential due to a high level of magnetic disturbance (Thebaudeau and Harrison 2009).

The advance archaeological testing of Testing Area 13 (09E481), Sub-areas 30 - 33 (Ballymun and Balcurris townlands), was carried out on 18th and 19th January 2010 by James Hession. Twelve test trenches were excavated within Testing Area 13, amounting to a total of 405 linear metres (810 m²). This comprised 6.7% of the entire testing area (11,989 m²). There were a number of high voltage powerlines in the area preventing a higher percentage being tested.

No archaeological features were identified during the course of testing. The broad level of background response noted in the geophysical survey were identified as modern waste (galvanise sheeting, modern refuse materials; scrap metal, fridges, gas cylinders, gates and buried corroded metal waste of modern date).

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This report outlines the results of the archaeological testing and assesses the impact of the proposed Metro North scheme on Testing Area 13.

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1.0 INTRODUCTION

This document is submitted as an assessment report on the Advance Archaeological Testing of Metro North, Testing Area 13 Ballymun and Balcurris townlands (MN104), Co. Dublin (09E481; Figures 1 and 2).

Metro North will be a combined underground and surface light rail service development, segregated from traffic using tunnel, road median and Greenfield construction environments. The Metro North route will run along a proposed 18km corridor, from Belinstown in North County Dublin, through Dublin Airport, to the City Centre at St. Stephen's Green.

The route of the Metro North is generally a north-south alignment. It will have stops at Belinstown (where its depot will be located), Lissenhall (provisional), Estuary, (provisional), Seatown, Swords, Fosterstown, Dublin Airport, Dardistown, Northwood, Ballymun, Dublin City University, Griffith Avenue, Drumcondra, Mater Hospital, Parnell Square, O'Connell Bridge and St. Stephen's Green. Testing Area 13 incorporates the footprint of the Northwood Stop and a construction compound (Compound 10A).

The purpose of the advance testing was to determine the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts along the route so as to inform the subsequent archaeological strategy in advance of construction. All areas of archaeological potential, sites and significant features recorded for the footprint of the proposed scheme in the Metro North EIS or subsequently identified by the Metro North geophysical survey were investigated as part of the testing programme.

For the purposes of design and construction the Metro North route has been broken into seven zones or section areas (MN101-MN107):

- | | |
|--------|--|
| Area 1 | MN101 - Lissenhall to Fosterstown; |
| Area 2 | MN102 - South of Fosterstown to Dublin Airport Boundary (North); |
| Area 3 | MN103 - Dublin Airport; |
| Area 4 | MN104 - Dublin Airport Boundary (South) to M50 motorway; |
| Area 5 | MN105 - M50 (South) to Dublin City University (DCU); |
| Area 6 | MN106 - DCU to Mater Hospital; and |
| Area 7 | MN107 - Mater Hospital to St Stephen's Green |

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For management purposes, the Metro North route has been sub-divided into fourteen archaeological testing areas (TA1–14) by the RPA Project Archaeologist and each of these areas has been assigned an individual excavation licence number (see Table 1).

Testing Area	Excavation License No.
TA1	09E450
TA2	09E448
TA3	09E449
TA4	09E462
TA5	09E463
TA6	09E464
TA7	09E465
TA8	09E466
TA9	09E467
TA10	09E478
TA11	09E479
TA12	09E480
TA13	09E481
TA14	09E482

Table 1: Testing areas and their assigned excavation licence numbers.

2.0 SITE LOCATION AND DESCRIPTION

Testing Area 13, incorporating the footprint of the Northwood Stop and construction compound (Compound 10A), is located at NGR 315528/240930, in the townlands of Ballymun and Balcurris (MN104), Barony of Coolock, parish of Santry, Co. Dublin (Figure 1). It is situated approximately 1.5km to the east of Ballymun on rough overgrown land currently disused. The M50 motorway is located directly to the north. This is within RPA area MN104 – Dublin Airport Boundary (South) to M50 motorway.

Testing Area 13 measured 11,989 m² and was situated on flat, pasture land over four, roughly rectilinear fields (Sub-areas 30 – 34). Sub-area 32/33 contains the townland boundary between Ballymun and Balcurris, consisting of an earthen bank with a parallel water filled ditch to the south (HC#401; Figure 3; Plates 5-8; CRDS 2008).

Soils specific to the region of North County Dublin are predominated by a highly consolidated, very stiff clay and silt matrix containing sand, gravel, cobbles and boulders. This clay is generally grey to black in colour. In Testing Area 13 of the proposed scheme, however, it varied to orange brown. Pockets of glacial sands and gravels occur within this boulder clay. These sands and gravels are likely to have been deposited in glacial ponds or streams and are generally water-bearing. The underlying bedrock consists of a nodular and muddy argillaceous limestone with a relatively uniform bed thickness. It is interspersed with thin shale beds and contains major units of very distinctive, laminated fine limestone (ERM and Jacobs Engineering Ireland Ltd 2008).

3.0 PROJECT BACKGROUND

Several stages of non-invasive archaeological investigation were carried out on the route of Metro North prior to the archaeological testing, and the results of these investigations have had a direct influence on the strategy adopted for the testing programme.

3.1 Environmental Impact Statement

An Environmental Impact Assessment was carried out as part of the Railway Order Application for Metro North. Cultural Resource Development Services Limited (CRDS) on behalf of ERM Environmental Resources Management Ireland Limited (ERM) completed the assessment for archaeology, architectural heritage and cultural heritage. The assessment consisted of a review of the published and unpublished documentary, aerial and cartographic sources, supported by a field inspection of the proposed alignment.

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3.2 Archaeological Strategy Document

In addition to the EIS chapter, an Archaeological Strategy document was prepared for Metro North by Margaret Gowen Limited (MGL) in 2007. The strategy supplements the provisions outlined in the EIS for the mitigation of impacts on archaeological heritage arising from the project. The strategy is a live document and is managed by the RPA Project Archaeologist and will continue to evolve on a phased basis to ensure that it remains appropriate and effective in managing archaeological risk throughout the project up to construction commencement.

The EIS and the Metro North Archaeological Strategy recommended that a programme of geophysical survey followed by a programme of testing should be carried out in the Greenfield areas of the route in advance of construction.

3.3 Geophysical Survey

A programme of geophysical survey was carried out by MGL between May and September 2008 with further investigations in 2009 (AS43 – 46; Thebaudeau and Harrison 2009). The methodology included a scanning gradiometry survey and a detailed magnetometry survey of approximately twenty-eight areas along the route of Metro North. The initial results from the geophysical survey in Testing Area 13 which recorded a broad level of background response and depicted a multitude of magnetic responses within this area (Thebaudeau and Harrison, 2009, 50)

4.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

This historical and archaeological background for Testing Area 13 has been compiled using the Archaeology, Architectural Heritage and Cultural Heritage chapter of the EIS (CRDS Ltd 2008), the aforementioned Archaeology Strategy (Gowen 2008) and Geophysical Survey (Thebaudeau and Harrison 2009) in addition to available literary and cartographic sources.

“Evidence for prehistoric activity in North County Dublin comes from the Record of Monuments and Places, which includes prehistoric sites, previous development-led investigations and surveys and from stray finds. In the early historical period the area through which the route is aligned formed part of the geographical region of Brega with a range of sites of this period including ringforts, dispersed settlement sites and Early Christian ecclesiastical sites. There are relatively few surviving ringforts in North County Dublin due to the intensive cultivation and agricultural activity in this part of the county,

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which leveled many earthwork sites. These tend to survive as cropmarks, as illustrated in the archaeological desk study undertaken for the EIS.

After the conquest by Anglo-Normans in the twelfth century, new social structures, agrarian development and settlement centres of religious and secular origin followed. Throughout the medieval period monastic foundations and individual lordships held large tracts of lands in north Dublin. A period of great flux occasioned by warfare, confiscation and transfer of ownership occurred during the Tudor era and the Confederate and Williamite conflicts and the development of demesne properties in subsequent years all influenced the character and layout of [the] rural north Dublin... landscape which was also influenced by peacetime economic and agricultural development' (Gowen 2008, 4–5).

A number of sites of archaeological potential were identified in the environs of Testing Area 13. These included the townland boundary between Ballymun and Balcurris (HC#401), which will be directly impacted upon by the proposed scheme, an area of archaeological potential (HC # 20), identified in the Metro North EIS as the site of a mid-18th century Charter School (HC # 407), a gate Lodge (HC # 408) and a building (HC # 409) (CRDS Ltd. 2008).

The Charter School itself (Santry Lodge) (HC # 407) is situated at the centre of the testing area. It comprises a 'nine-bay, two-storey rendered building with single-span pitched slate roof and four brick chimney stacks. It was originally set up as a Charter School (incorporating earlier buildings including a tower house) and was later converted into a private residence and re-named Santry Lodge (CRDS Ltd. 2008).

The gate lodge (HC # 408), situated approximately 80 m to the southeast of the charter house, comprises a small single-story building with rendered walls, slate roof and a small porch opening to the main avenue (CRDS Ltd. 2008).

A third building (HC # 409), situated approximately 30 m to the north of the gate lodge, comprises a three-bay, two-storey house with rendered walls and exposed red brick surrounds. It has a single-span pitched slate roof with red brick chimney stacks, terracotta ridge tiles, segmental-headed openings with timber single-pane sash windows, and an entrance consisting of a segmental-headed opening in the projecting red brick porch (CRDS Ltd. 2008).

The geophysical survey carried out in this area revealed no anomalies of archaeological potential due to a high level of magnetic disturbance (Thebaudeau and Harrison 2009).

Recorded Archaeological Sites

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Due to activities associated with modern development and progress, such as agriculture, industry and infrastructural improvements in the second half of the 20th century, many archaeological sites have been levelled. The present day archaeological landscape is not therefore fully representative of the human occupation of this island which has spanned some nine thousand years. Nonetheless, archaeological sites survive today as upstanding structures, earthwork monuments or sub-surface remains.

The Record of Monuments and Places has no recorded sites within 500 m of Testing Area 13.

Townlands and Townland Boundaries

The Irish landscape is divided into approximately 60,000 townlands and the system of landholding is unique in Western Europe for its scale and antiquity. Many townlands predate the arrival of the Anglo-Normans, and Irish historical documents consistently use townland names throughout the historic period to describe areas and locate events accurately in their geographical context. The townland names and boundaries were standardised in the nineteenth century when the Ordnance Survey began to produce large-scale maps of the country. The original Irish names were eventually anglicised to varying degrees, depending in part upon the linguistic skills of the surveyors and recorders. A study of the townland names can provide information on aspects of cultural heritage including descriptions of the use of the landscape by man.

Testing Area 13 contains the townland boundary between Ballymun and Balcurris, the route of which is marked on the 1st edition Ordnance Survey map (1843). According to the EIS (CRDS Ltd 2008), Ballymun is an English place name which incorporates the Irish Baile or town and the family name 'Munn', giving a meaning of 'Munn's town', or 'Munn's homestead'. 'Balcurris' or 'Baile Cora' also incorporates the Irish Baile or town and Cora the Irish translation of weir, giving a meaning of the town or indeed townland of the weir.

The Ballymun/Balcurris townland boundary consists of a low earthen bank and parallel u-shaped, water filled ditch (HC#401; Figure 3; Plates 5-8; CRDS 2008). A survey of the townland boundary (detailed in Section 7.0) indicated that it has been significantly modified in the recent past by agricultural and constructional activity.

Previous Archaeological Excavations

The archaeological 'Excavations Bulletin' (1970-2005) was checked for a record of any licensed archaeological investigations carried out within the townlands of Ballymun and Balcuris since 1970. Twelve such investigations were listed within the townland of

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Ballymun, however eleven of these proved to be of no archaeological significance: 00E0328 (Purcell 2000a); 00E0167 (Purcell 2000b); 00E0683 (Scally 2000); 01E0453 (Elliott 2001); 02E1516 (Elliott 2002); 00E0328 (Fegan 2002); 03E1005 (Baker 2003); 04E1398 (O'Hara 2004); 04E0384 (Moore 2004); 05E0056 (O'Carroll 2005); and 05E0039 (Keogh 2005). The remaining excavation (01E0271) was carried out at St. Pappin's Church and comprised the dismantling and relocation of a 19th-century tomb/monument (Gowen 2002). Apart from these investigations in Ballymun, no recorded archaeological sites were listed in the RMP for county Dublin in the immediate vicinity of the proposed testing area and no excavations are recorded within the archaeological *Excavations Bulletin* within the townland of Balcurris (www.excavations.ie).

Geophysical Survey

The geophysical survey (Thébaudeau and Harrison 2009) within Testing Area 13 recorded a broad level of background response and depicted a multitude of magnetic responses throughout this area (Thebaudeau and Harrison, 2009, 50), within which, no anomalies of possible archaeological origin could be identified.

Cartographic Sources

Testing Area 13 comprises four Sub-areas, 30 – 34; Sub-areas 30 and 31 occupy the northeastern fields south of the M50 motorway. Sub-area 32 comprises the central area of one roughly rectilinear field and is separated from Sub-area 33 to the south by the townland boundary (HC#401; Figure 3; Plates 5-8). When the extant present-day field systems are compared to those present on the 1st edition Ordnance Survey map (1843) it is apparent that these fields have been enlarged through the removal of internal field boundaries. The southern and western boundaries of the field containing Sub-area 32 and 33 have been removed since the 2nd edition of the Ordnance Survey map (1871-1875).

5.0 OBJECTIVES

The objective of the testing was to determine the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts along the route so as to inform the subsequent archaeological strategy in advance of construction. All areas of archaeological potential, sites and significant features identified in the EIS and by the geophysical survey were investigated during the testing programme.

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As part of the advance archaeological testing of Metro North, all townland boundaries directly impacted by the proposed scheme were investigated and surveyed. One of these townland boundaries (Ballymun/Balcurris; HC#401) was located within Testing Area 13 Sub-area 32/22. This boundary was investigated and recorded during the test trenching and the results of this investigation are detailed in Section 7.0 below.

6.0 METHODOLOGY AND CONSTRAINTS

The archaeological excavation licence number 09E481 was granted to Bill Frazer of Headland Archaeology (Ireland) Ltd by the Department of the Environment, Heritage and Local Government (DoEHLG) in consultation with the National Museum of Ireland (NMI) and transferred to James Hession of Headland Archaeology Ltd. This licence pertained to the excavation of test trenches as per the trench layout plan for Testing Area 13, which was submitted together with the licence application method statement (Figure 2).

The works were carried out by Headland Archaeology (Ireland) Ltd on behalf of the RPA on 18th and 19th January 2010. The methodology of the investigation complied with the Policy and Guidelines on Archaeological Excavation (Dúchas 1999) and the specification, terms and conditions of the Contract between the RPA and Headland Archaeology (Ireland) Ltd. The work was undertaken in accordance with the Code of Practice agreed between the DoEHLG and the Railway Procurement Agency.

Testing Area 13 encompassed approximately 1.19 hectares. A total of 405 linear metres was excavated (810 m²), comprising 6.7% of the testing area (Appendices 1 and 2). Testing was in the form of mechanically excavated test trenches. These were excavated using a mechanical tracked excavator (generally 13.5–18 tonne) with a toothless ditching/grading bucket under the direct and continuous supervision of James Hession. This work was overseen by the Headland Archaeology Senior Archaeologists Patricia Long. An archaeological assistant was employed to assist the licensed director and supervisor with the recording of the trenches and the features identified within them.

The layout of the test trenches was designed to comprehensively test the selected areas for archaeological potential. A total of thirteen trenches, generally set approximately 10 – 15 m apart, were excavated throughout the Sub-areas that comprise Testing Area 13. Four test trenches included in the method statement for Testing Area 13 (Sub-area 30 TT3; Sub-area 32 TT2; Sub-area 33 TT4 and TT5) were omitted due to the presence of extensive hedging that incorporated metal (galvanise) sheeting as well as the presence of north–south and northeast–southwest overhead power lines. In addition to this Test

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Trenches 2, 3 and 4 within Sub-area 32 and Test Trench 3 within Sub-area 33 were shortened at their northern and western respective ends for the same reason.

Where any features of archaeological potential were identified, the features were cleaned back and investigated further. The purpose of the testing was to establish the nature and extent of the archaeological deposits and features present. With this in mind, partial excavation and half-sectioning of features was undertaken where appropriate but every effort was made to preserve the stratigraphical integrity of archaeological sites/features. Features of archaeological potential were sectioned to ascertain their significance. If a feature was deemed to be non-archaeological due to its character or the presence of modern datable material no detailed recording was undertaken, but notes were made on the trench sheets contained within the site archive.

Recording

Unique numbers were given to all contexts of archaeological potential and small finds identified during archaeological test trenching. Prefixes were not used by Headland Archaeology (Ireland) Ltd but context numbers are illustrated throughout the report in brackets e.g. (001). Digital photographs were taken of each field, trench and feature. All trenches were surveyed using Trimble GPS surveying equipment with accuracy levels within 3 mm. All recording was undertaken on Headland Archaeology (Ireland) Ltd *pro forma* record cards. All archaeologically significant features have been related to Ordnance Datum and the Irish National Grid as per RPA Project Control.

Environmental Samples

No environmental samples were taken during the course of archaeological test trenching at Testing Area 13

Finds Retrieval

No finds were retrieved during the course of archaeological test trenching at Testing Area 13.

6.1 Methodology for recording townland boundaries

The recording of the townland boundary consisted of a photographic survey of the length of the boundary that would be impacted by the Metro North Scheme (Figure 3; Plates 5-8). Measurements were taken at a series of locations along the boundary and a written description was compiled. Though it was difficult to excavate a section across the boundary due to the mature trees and standing water it was possible to glean information

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from along the length of the boundary as to its character and the depth of the ditch and height of the bank remains (Figure 3).

7.0 RESULTS

A total of thirteen test trenches were mechanically excavated in four fields (Sub-areas 30 – 33) at Testing Area 13 (Figure 2), totalling approximately 405 linear metres of 2 m-wide trenches; an area of 810 m². This comprised 6.7% of Testing Area 13, an area of 11,989 m².

The test trenches were excavated to an average depth of 0.35–0.50 m, exposing the underlying mid-orange brown silty clay subsoil (Plates 2, 3). This subsoil contained bands of grey brown coarse grained silty-clay. Features identified within Testing Area 4 consisted of late post-medieval–modern linear field drains orientated north–south.

No features of archaeological significance were identified in any of these trenches. A full description of all trenches is included in Appendix 2.

A survey of 100 m of the townland boundary between Ballymun and Balcurris (HC#401) was carried out in Testing Area 13 (Figure 3; Plates 5-8).

The boundary within Ballymun townland consisted of a low, mature tree covered earthen bank measuring 0.20–0.28 m in height and was separated from Balcurris townland by a water-filled U-shaped ditch running parallel to the bank on the southern side. The boundary within Balcurris townland was flanked by semi mature trees. The water filled ditch measured 2.60 m from base of ditch to top of bank (within Ballymun townland) and measured 4.6 m in width. Standing water within the ditch measured 0.70 m in depth.

The bank was extremely disturbed on its northern side, with two derelict structures (former bungalows now utilised as stables) occupying the eastern section of the boundary. Mature vegetation occupying the top, and both sides of the northern bank was intertwined with scrap metal and modern refuse in an attempt to create a division and perhaps separate Sub-areas 32 from 33.

Only one gap was present in the boundary situated at the south western corner of Sub-area 32. However, it was not possible to undertake the excavation of a test trench at this location as it was within an overhead wire exclusion zone. The boundary was lined with a variety of taxa including (in descending order of frequency, with secondary colonisers listed last): mature blackthorn trees (*Prunus spinosa*), sporadically located along the bank; mature ash (*Fraxinus excelsior*), located throughout; brambles (*Rubus fruticosus*), a

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common coloniser that had overgrown much of the ditch and ivy (*Hedera helix*), another common coloniser.

A series of north-south measurements (Figure 2; Plates 5-8) across the boundary were taken from west to east which are representative of the minimum and maximum dimensions:

Measurement 1: ditch 4.6 m wide, bank 0.28 m high, depth from top of bank to base of ditch 2.3 m;

Measurement 2: ditch 4 m wide, bank 0.20 m high, depth from top of bank to base of ditch 2.6 m;

7.1 Interpretative assessment of the geophysical survey anomalies in Testing Area 4

The broad level of background response interpreted as magnetic disturbance and buried ferrous anomalies in the geophysical survey were identified during the course of archaeological test trenching as the remains of buried corroded scrap metal, dumped deposits of modern household appliances (gas cylinders, fridges, cookers, washing machines etc) and galvanised sheet metal utilised as paddock divisions. The remaining geophysical anomalies also resulting from elevated magnetic responses proved to be the result of variation in the natural subsoil, namely: pockets of more water-'transmissive' glacial sands and gravels; more impermeable clays in poorly drained locations where the soils had begun to gley and/or mineral pan (Fe and Mg) had begun to form.

8.0 IMPACT ASSESSMENT

As Testing Area 13 incorporates the proposed footprint of the Metro North Northwood Stop and a construction compound (Compound 10A), any sub-surface archaeology would be subject to direct negative impact by the site preparation works (including removal of topsoil) and any sub-structure associated with the lines. However, no significant archaeological features were identified during the course of archaeological test trenching at Testing Area 13.

Approximately 100 m of the townland boundary between Ballymun and Balcurris (HC#401; Figure 3; Plates 5-8; CRDS 2008), outlined in the results section above, will be directly impacted upon by the proposed scheme as the main train line corridor will extend though where this part of the boundary now stands. The boundary will be completely removed. According to Environmental Protection Agency EIA guidelines (2003, 139) the negative impact on the boundary will therefore be profound.

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9.0 PROPOSED MITIGATION

Test trenching did not reveal any finds or features of archaeological significance and no further mitigation is recommended in the areas tested.

The part of the Ballymun/Balcurris townland boundary within Testing Area 13 that will be impacted upon by the proposed depot has been fully recorded (Figure 3; Plates 5-8). No further archaeological work is therefore recommended in relation to it.

These recommendations are provisional and subject to review/approval by the RPA Archaeologists and the National Monuments Service, Department of the Environment, Heritage and Local Government.

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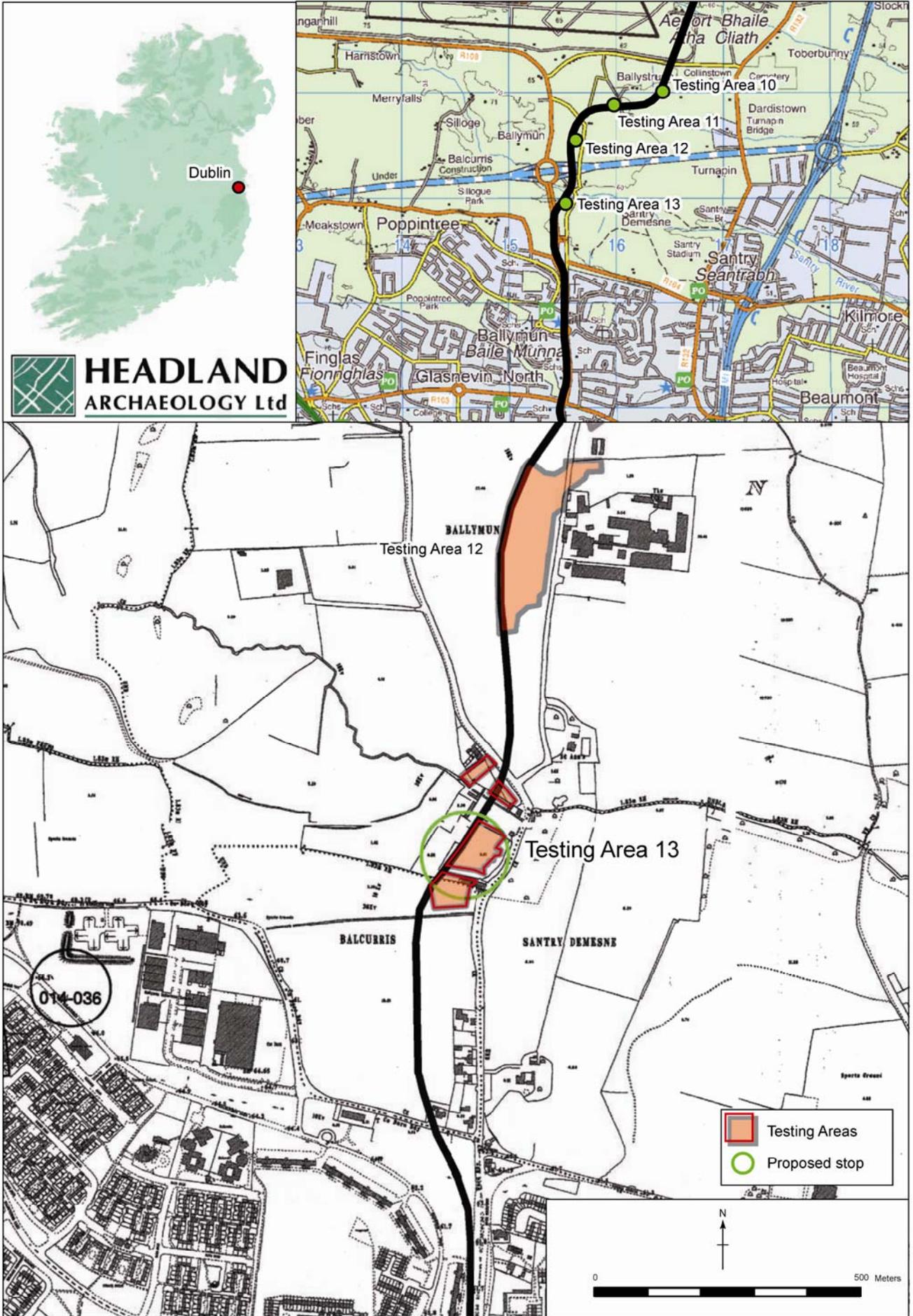
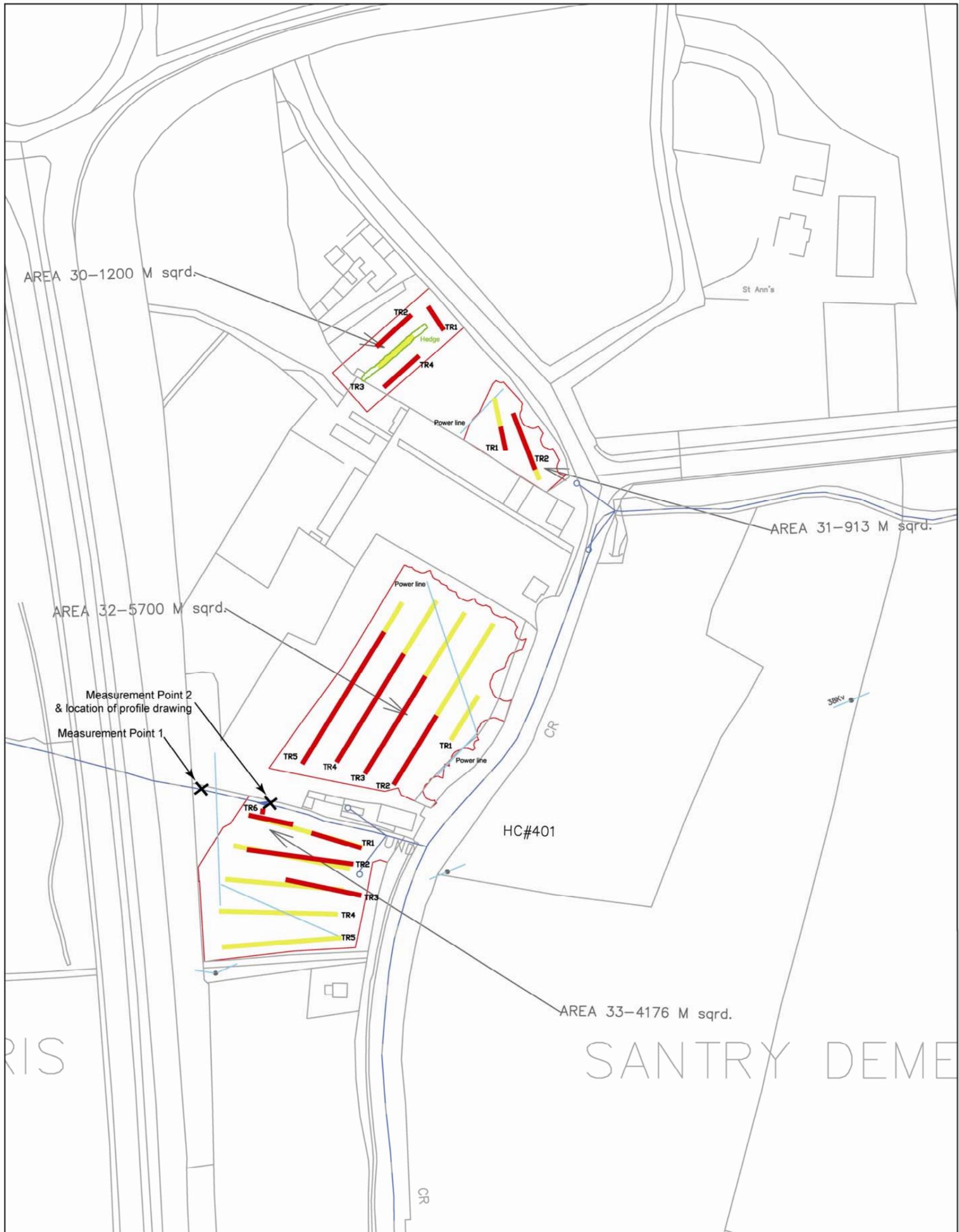


Figure 1 - Advance Archaeological Test Trenching of Metro North: Testing Area 13, Ballymun and Balcurris townlands, Co. Dublin, RPA ref: (MN104) Dublin Airport Boundary (South) to M50 motorway. Testing Area 13, site location including RMP extract.



LEGEND		ESB Power Lines	(011) Context Numbers	HEADLAND ARCHAEOLOGY
1:1875 Scale	Excavated Test Trenches	T R11 Trench Numbers		
Archaeology	Non-Excavated Test Trenches	Townland Boundary		

Figure 2 -Advance Archaeological Test Trenching of Metro North: Testing Area 13, Ballymun and Balcurris townlands, Co. Dublin, RPA ref: (MN104) Dublin Airport Boundary (South) to M50 motorway. Testing Area 13 (Sub-areas 30 – 33) Test Trench Layout and Townland Boundary recording locations.

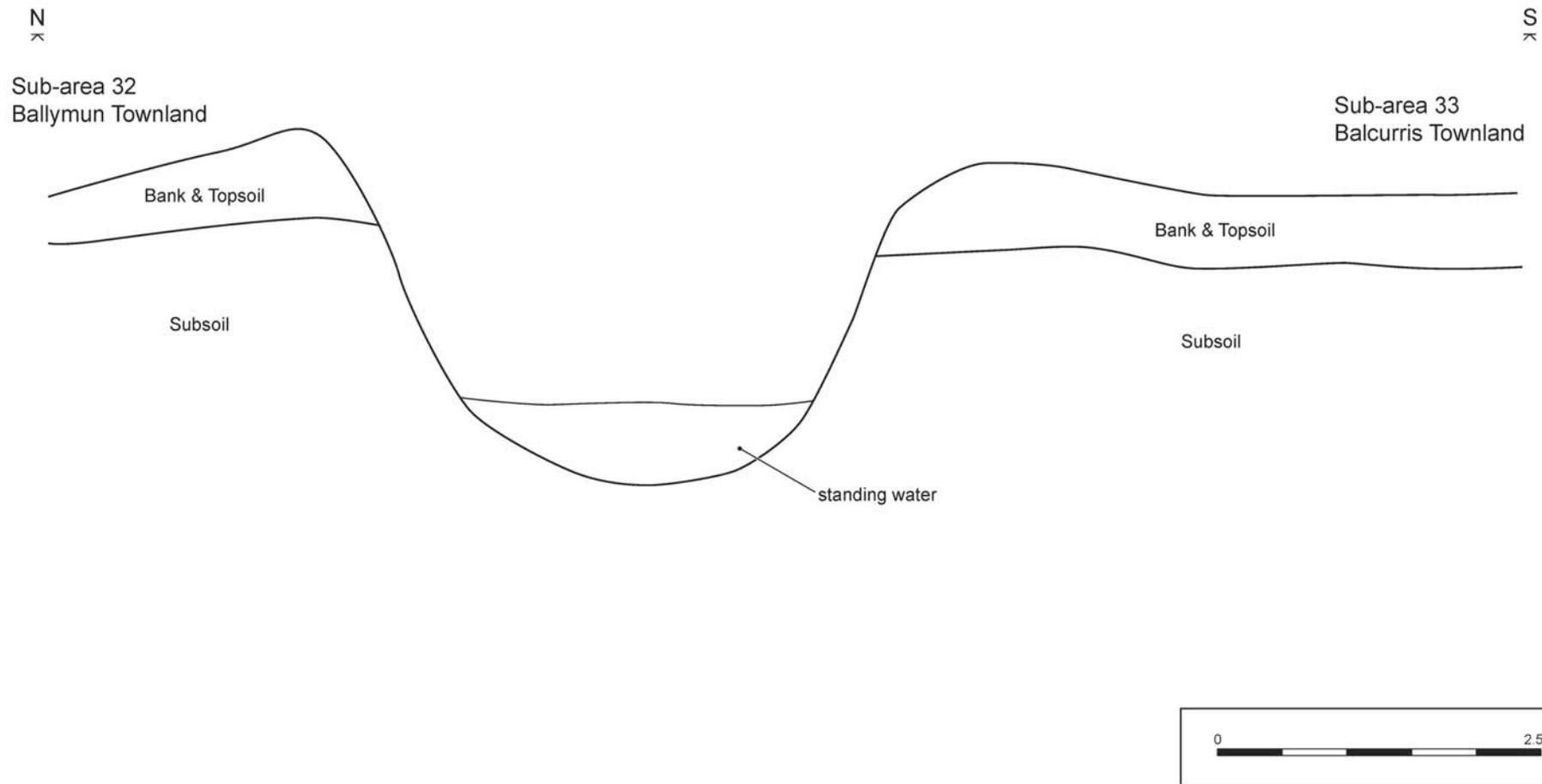


Figure 3 - Advance Archaeological Test Trenching of Metro North: Testing Area 13, Ballymun and Balcurris townlands, Co. Dublin, RPA ref: (MN104) Dublin Airport Boundary (South) to M50 motorway West-facing profile across Townland Boundary HC#401.



Plate 1 - View of Sub-area 30, Test Trench 2.



Plate 2 - General view of Sub-area 31, Test Trench 1.



Plate 3 - General view of Sub-area 32, Test Trench 2.



Plate 4 - General view of Sub-area 32, Test Trench 5.



Plate 5 - View of section excavated through townland boundary HC#401 in Sub-area 33, Test Trench 6. Facing southeast.



Plate 6 - View northeast along townland boundary (HC#401) on north.



Plate 7 - View northeast along townland boundary (HC#401) on south .



Plate 8 - Measurement point 1, east side of townland boundary (HC#401).



Plate 9 - General view of Sub-area 33, Test Trench 2.

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Appendix 1: Field Register

Testing Area	Sub-area	Townland(s)	Description	Total Linear Metres	Services Present
13	30	Ballymun	Small west-east sloping field divided into smaller areas or paddocks by galvanise sheet metal. In use as pasture	51 (x 2.0 m-wide trenches=102 m ²)	Overhead power lines within field parallel to road, obliging goalposts to be erected prior to entry and the slight repositioning of Test Trench 1
13	31	Ballymun	Small west-east sloping field divided into smaller areas or paddocks by galvanise sheet metal. In use as pasture	33(x 2.0 m-wide trenches=66 m ²)	Overhead power lines within field parallel to road, obliging goalposts to be erected prior to entry and omission of parts of TT1 and 2.
13	32	Ballymun	Gently undulating field in use as pasture. Horses present in field and stabled in derelict houses in south east corner of field. Dumped modern refuse (cookers, fridges and washing machines noted within field.	197 (x 2.0 m-wide trenches=394 m ²)	Overhead power lines, obliging the omission of TT1 and the shortening of TT2 – TT5.
13	33	Balcurris	Gently undulating field in use as pasture. Horses	124 (x 2.0 m-	Overhead power lines, obliging the

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			present in field. Large spoil heap in southwest corner of field and visible scarping area located centrally indicating field has been previously disturbed.	wide trenches= 248 m ²)	omission of TT4 and TT5 and the shortening of TT3. Substantial overgrowth in vicinity of TT1 obliged the omission of 20 m of the centre of this trench
Total				405 m or 810 m ²	

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Appendix 2: Trench Register

Testing Area	Sub-area	Trench No.	Length (m)	Width (m)	Depth (m)	Orientation	Description	Summary of Features
13	30	1	11.00	2.00	0.45	NNW-SSE	<p>Topsoil (001): Dark-brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	No features were identified within the trench.
13	30	2	20.00	2.00	0.35	NE-SW	<p>Topsoil (001): Dark-brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	No features were identified within the trench.
13	30	3	20.00	N/A	N/A	NE-SW	Not excavated due to hedge and metal fencing	N/A
13	30	4	20.00	2.00	0.50	NE-SW	<p>Topsoil (001): Dark-brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	No features were identified within the trench.

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Testing Area	Sub-area	Trench No.	Length (m)	Width (m)	Depth (m)	Orientation	Description	Summary of Features
13	31	1	10.00	2.00	0.40	NNW-SSE	<p>Topsoil (001): Dark-brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light grey sandy silt.</p> <p>No features of archaeological significance identified.</p>	No features were identified
13	31	2	23.00	2.00	0.40	NNW-SSE	<p>Topsoil (001): Dark-brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light grey sandy silt at SSE end of trench with light brown clayey silt noted at the NNW end of the trench.</p> <p>No features of archaeological significance identified.</p>	No features were identified within the trench
13	32	1	20.00	N/A	N/A	NNE-SSW	Not excavated due to exclusion Zone associated with overhead wires	N/A
13	32	2	32.00	2.00	0.60	NNE-SSW	<p>Topsoil (001): Orange brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light orange brown to grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	<ul style="list-style-type: none"> 4 Modern refuse pits were noted within the trench at 2 m, 15 m, 30, 32 m and 34 m from the southern end of the trench. They were filled with nails, scrap metal, burnt material, lime mortar. They were irregular in shape measuring from 1 – 2 m in length.

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Testing Area	Sub-area	Trench No.	Length (m)	Width (m)	Depth (m)	Orientation	Description	Summary of Features
13	32	3	50.00	2.00	0.70	NNE-SSW	<p>Topsoil (001): Orange brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light orange brown to grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	<ul style="list-style-type: none"> 2 Modern refuse pits were noted within the trench at 22 m, and 26 m from the southern end of the trench. They were filled with nails, scrap metal, burnt material, lime mortar. They were irregular in shape measuring from 1 – 2 m in length.
13	32	4	52.00	2.00	0.60	NNE-SSW	<p>Topsoil (001): Orange brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light orange brown to grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	<ul style="list-style-type: none"> No features were identified within the trench
13	32	5	63.00	2.00	0.60	NNE-SSW	<p>Topsoil (001): Orange brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light orange brown to grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	<ul style="list-style-type: none"> No features were identified within the trench

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Testing Area	Sub-area	Trench No.	Length (m)	Width (m)	Depth (m)	Orientation	Description	Summary of Features
13	33	1	42.00	2.00	0.40	ESE-WNW	<p>Topsoil (001): Grey brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance identified.</p>	<ul style="list-style-type: none"> No features were identified within the trench
13	33	2	48.00	2.00	0.25	ESE-WNW	<p>Topsoil (001): None (area had been previously scarped)</p> <p>Natural Subsoil (002): Light grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance were identified</p>	<ul style="list-style-type: none"> No features were identified within the trench
13	33	3	32.00	2.00	0.45	East-West	<p>Topsoil (001): Grey brown sandy silt containing occasional small angular stones.</p> <p>Natural Subsoil (002): Light grey brown clayey silt containing occasional decayed stone.</p> <p>No features of archaeological significance were identified</p>	<ul style="list-style-type: none"> No features were identified within the trench
13	33	4	50.00	N/A	N/A	East-West	Not excavated due to exclusion zones associated with overhead wires and communications mast.	<ul style="list-style-type: none"> N/A
13	33	5	50.00	N/A	N/A	East-West	Not excavated due to exclusion zones associated with overhead wires and communications mast.	<ul style="list-style-type: none"> N/A

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Testing Area	Sub-area	Trench No.	Length (m)	Width (m)	Depth (m)	Orientation	Description	Summary of Features
13	33	6	2.50	2.00	0.40	NNE-SSW	Topsoil (001): Grey brown sandy silt containing occasional small angular stones. Natural Subsoil (002): Light grey brown clayey silt containing occasional decayed stone. No features of	<ul style="list-style-type: none">No features were identified within the trench

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Appendix 3: Context Register

Context No.	Testing Area	Sub-area	Trench No.	Type (cut/fill/deposit)	Excavated Length (m)	Width (m)	Depth (m)	Description	Interpretation
001	13	All	All	Deposit	-	-	0.4	Dark brown sod with humus and mineral elements. Overlying lower plough zone, moderately compact mid brown silty clay with moderate inclusions of small sub-angular stones to mid-greyish brown loam.	Topsoil including plough zone
002	13	All	All	Deposit	-	-	-	Alternating bands of clay. Mid-orange brown silty clay, pale brown grey silty clay. Moderate stone inclusions and occasional patches of gravel.	Natural subsoil

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Appendix 4: Photographic register

Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0011	Casio 11c	32	N/A	Ballymun	ESE	General photo of metal gated access way into proposed site
0012	Casio 11c	32	N/A	Ballymun	ESE	General photo of metal gated access way into proposed site
0013	Casio 11c	32	N/A	Ballymun	WNW	Pre-ex shot of Sub-area 32
0014	Casio 11c	32	N/A	Ballymun	WNW	Pre-ex shot of Sub-area 32
0015	Casio 11c	32	N/A	Ballymun	ESE	General photo of deposited refuse within Sub-area 32
0016	Casio 11c	32	N/A	Ballymun	N	General pre-ex shot of Sub-area 32
0017	Casio 11c	32	N/A	Ballymun	NNW	General pre-ex shot of Sub-area 32
0018	Casio 11c	32	N/A	Ballymun	NNW	General pre-ex shot of Sub-area 32
0019	Casio 11c	32	N/A	Ballymun	WNW	General pre-ex shot of Sub-area 32 and TB HC#401
0020	Casio 11c	32	N/A	Ballymun	WNW	General pre-ex shot of Sub-area 32 and TB HC#401
0021	Casio 11c	32	N/A	Ballymun	WSW	General photo of metal gated access way into proposed site
0022	Casio 11c	32	N/A	Ballymun	WSW	General photo of metal gated access way into proposed site
0023	Casio 11c	33	N/A	Balcurris	S	Horses fenced into Sub-area 33
0024	Casio 11c	33	N/A	Balcurris	S	Horses fenced into Sub-area 33

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0025	Casio 11c	32	2	Ballymun	NNE	General shot of Test Trench 2
0026	Casio 11c	32	2	Ballymun	NNE	General shot of Test Trench 2
0027	Casio 11c	32	3	Ballymun	NNE	General shot of Test Trench 3
0028	Casio 11c	32	3	Ballymun	NNE	General shot of Test Trench 3
0029	Casio 11c	32	3	Ballymun	NNE	Shot of modern refuse pits within Test Trench 3
0030	Casio 11c	32	3	Ballymun	NNE	Shot of modern rectangular refuse pit within Test Trench 3
0031	Casio 11c	32	3	Ballymun	NNE	Shot of modern refuse pits within Test Trench 3
0032	Casio 11c	32	4	Ballymun	NNE	General shot of Test Trench 4
0033	Casio 11c	32	4	Ballymun	NNE	Shot of waterpipe encountered within Test Trench 4
0034	Casio 11c	32	4	Ballymun	NNE	Shot of northernmost end of Test Trench 4
0035	Casio 11c	32	5	Ballymun	NNE	Shot of waterpipe encountered within Test Trench 5
0036	Casio 11c	32	N/A	Ballymun	ENE	Photo of waterpipe within Sub-area 32
0037	Casio 11c	32	5	Ballymun	NNE	Northernmost end of Test Trench 5
0038	Casio 11c	32	5	Ballymun	NNE	General shot of Test Trench 5
0039	Casio 11c	33	N/A	Balcurris	NNE	Close up of TB HC#401
0040	Casio 11c	33	N/A	Balcurris	NNE	Close up of TB HC#401

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0041	Casio 11c	33	N/A	Balcurris	NNE	Close up standing water within TB HC#401
0042	Casio 11c	33	N/A	Balcurris	ENE	Close up standing water within TB HC#401
0043	Casio 11c	33	6	Balcurris	NNE	Test Trench 6 excavated adjacent to TB HC#401
0044	Casio 11c	33	6	Balcurris	N	Test Trench 6 excavated adjacent to TB HC#401
0045	Casio 11c	33	6	Balcurris	NNE	Standing water within TB HC#401
0046	Casio 11c	33	6	Balcurris	NNE	Standing water within TB HC#401
0047	Casio 11c	33	6	Balcurris	N	Test Trench 6 excavated adjacent to TB HC#401
0048	Casio 11c	33	1	Balcurris	ESE	General shot of Test Trench 1
0049	Casio 11c	33	2	Balcurris	E	General shot of Test Trench 2
0050	Casio 11c	33	2	Balcurris	E	General shot of Test Trench 2
0051	Casio 11c	33	N/A	Balcurris	NE	Scrub and heavy vegetation along TB HC#401
0052	Casio 11c	33	2	Balcurris	E	General shot of Test Trench 2
0053	Casio 11c	33	N/A	Balcurris	W	Overhead wires above T3, T4 and T5
0054	Casio 11c	33	N/A	Balcurris	W	Overhead wires above T3 and along western side of Sub-area 33
0055	Casio 11c	33	N/A	Balcurris	N	Overhead wires above entrance way to Sub-area 33/32
0056	Casio 11c	33	N/A	Balcurris	S	Overhead wires in vicinity of T3, T4 and T5

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0057	Casio 11c	33	N/A	Balcurris	SSE	Overhead wires and mobile phone mast in vicinity of T3, T4 and T5
0058	Casio 11c	33	N/A	Balcurris	SE	Overhead wires and mobile phone mast in vicinity of T3, T4 and T5
0059	Casio 11c	33	3	Balcurris	W	General shot of Test Trench 3
0060	Casio 11c	33	3	Balcurris	W	General shot of water within Test Trench 3
0061	Casio 11c	33	1	Balcurris	W	General shot of Test Trench 1
0062	Casio 11c	33	N/A	Balcurris	N	General shot along TB HC#401
0063	Casio 11c	33	N/A	Balcurris	N	General shot along TB HC#401
0064	Casio 11c	32	N/A	Ballymun	E	General shot along TB HC#401
0065	Casio 11c	32	N/A	Ballymun	E	General shot along TB HC#401
0066	Casio 11c	33	N/A	Balcurris	NE	General shot of backfilled trenches within Sub-area 33
0067	Casio 11c	33	N/A	Balcurris	E	General shot of backfilled trenches within Sub-area 33
0068	Casio 11c	33	N/A	Balcurris	ESE	General shot of backfilled trenches within Sub-area 33
0069	Casio 11c	33	N/A	Balcurris	NE	General shot of backfilled trenches within Sub-area 33
0070	Casio 11c	32	N/A	Ballymun	ESE	General shot of along TB HC#401
0071	Casio 11c	32	N/A	Ballymun	SE	General shot of along TB HC#401
0072	Casio 11c	32	N/A	Ballymun	WSW	General shot of along TB HC#401

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0073	Casio 11c	32/33	N/A	Ballymun/Balcurris	ESE	WSW facing section of TB HC#401
0074	Casio 11c	32/33	N/A	Ballymun/Balcurris	ESE	WSW facing section of TB HC#401
0075	Casio 11c	32/33	N/A	Ballymun/Balcurris	ESE	WSW facing section of TB HC#401
0076	Casio 11c					N/A
0077	Casio 11c					N/A
0078	Casio 11c	33	N/A	Balcurris	E	General shot of backfilled trenches within Sub-area 33
0079	Casio 11c	33	N/A	Balcurris	NE	General shot of backfilled trenches within Sub-area 33
0080	Casio 11c	30	N/A	Ballymun	SW	Pre-ex shot of access way into Sub-area 30
0081	Casio 11c	30	4	Ballymun	NNW	Mid-ex shot of Test Trench 4
0082	Casio 11c	30	N/A	Ballymun	N	Entrance way into Test Trenches 2-4 from Test Trench 1
0083	Casio 11c	30	N/A	Ballymun	SE	Metal sheeting dividing land holding into separate paddocks
0084	Casio 11c	30	N/A	Ballymun	SE	Metal sheeting dividing land holding into separate paddocks
0085	Casio 11c	30	N/A	Ballymun	NNW	General shot of pathway adjacent to Test Trench 2
0086	Casio 11c	30	2	Ballymun	SW	Pre-ex of Test Trench 2
0087	Casio 11c	30	3	Ballymun	SW	Hedge positioned along alignment of Test Trench 3
0088	Casio 11c	30	3	Ballymun	W	Hedge and metal sheeting positioned along alignment of Test Trench 3

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0089	Casio 11c	30	4	Ballymun	SW	N/A
0090	Casio 11c	30	4	Ballymun	SW	N/A
0091	Casio 11c	30	4	Ballymun	SW	General shot of Test Trench 4
0092	Casio 11c	31	1 and 2	Ballymun	SE	General shot of Test Trenches 1 and 2
0093	Casio 11c	30	1	Ballymun	NNW	Pre-ex of Test Trench 1. Area overgrown by shrubs
0094	Casio 11c	30	1	Ballymun	SSE	General shot of Test Trench 1
0095	Casio 11c	30	2	Ballymun	SW	Test Trench 2 backfilled
0096	Casio 11c	30	4	Ballymun	SW	Test Trench 4 backfilled
0097	Casio 11c	30	1	Ballymun	NNW	Test Trench 1 backfilled
0098	Casio 11c	31	2	Ballymun	NNW	General shot of Test Trench 2
0099	Casio 11c	31	2	Ballymun	NNW	General shot of Test Trench 2
0100	Casio 11c	31	1	Ballymun	NNW	General shot of Test Trench 1
0101	Casio 11c	31	2	Ballymun	SSE	Test Trench 2 backfilled
0102	Casio 11c	31	1	Ballymun	SSE	Test Trench 1 backfilled
0103	Casio 11c	30	N/A	Ballymun	SW	Metal sheeting prior to entry
0104	Casio 11c	30	N/A	Ballymun	SW	Metal sheeting at exit from area
0105	Casio 11c	30	N/A	Ballymun	SE	Backfilled trenches within Sub-areas 30 and 31

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Photo No.	Camera No.	Sub-area	Test Trench No.	Townland	Direction Facing	Description
0106	Casio 11c	30	N/A	Ballymun	SW	Repaired access way into/out of Sub-area 30
0107	Casio 11c	30	N/A	Ballymun	SW	Repaired access way into/out of Sub-area 30

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Title: Metro North, Assessment Report on the Results of Advance Archaeological Test Trenching, Testing Area 13, Ballymun and Balcurris townlands, Co. Dublin, RPA ref: (MN104) Dublin Airport Boundary (South) to M50 motorway

Appendix 5: Archive Quantities

Item	Quantity
Context Sheets	2
Trench Record Sheets	13
Field record sheets	4
Drawings	0
Photographs	96
Registers	3
Notebooks	0