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## M1 DUNDALK WESTERN BYPASS

SITE 107: DONAGHMORE 9  
CHAINAGE 18.580  
NGR: 302316/306266

### FINAL REPORT

ON BEHALF OF  
LOUTH COUNTY COUNCIL and the  
NATIONAL ROADS AUTHORITY

LICENSEE: BRIAN Ó DONNCHADHA  
LICENCE NUMBER: 03E064

JULY 2009

**IAC** Irish Archaeological  
Consultancy



## NON-TECHNICAL SUMMARY

Irish Archaeological Consultancy Ltd. (IAC Ltd.), funded by Louth County Council and the National Roads Authority, undertook an excavation in the townland of Donaghmore in advance of construction of the Dundalk Western Bypass (DWB). Excavations were undertaken to ensure all subsoil archaeological remains were preserved by record in advance of groundwork.

Resolution excavation of Site 107, Donaghmore 9, was completed at Chainage 18.580 (NGR 202316/306266). The excavation commenced on the 15<sup>th</sup> of January 2003 and was completed on the 31<sup>st</sup> of January 2003 using a team of approximately five field archaeologists, directed by Brian O'Donnchadha. The total area of excavation measured 320m<sup>2</sup>.

The site was located in a low-lying valley that contains both a river and a wetland area. Two ridges running extending east-west in direction to the north and south of the valley define the sites perimeter in those directions.

Investigations at Site 107, Donaghmore 9 confirmed the present of post-medieval farm buildings, which are depicted on the first edition Ordnance Survey map of 1836, however no earlier activity was identified on the site. The trackway which provided access to the farm, is illustrated on Taylor and Skinner's map of County Louth dating to 1783, as part of the Dundalk to Carrickmacross road. The surface of the trackway comprised sandy gravel which was deposited directly onto the natural subsoil and the trackway was bordered by stone dry walls. No finds of archaeological significance were recovered during the archaeological investigations.

## **ACKNOWLEDGEMENTS**

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# 1 INTRODUCTION

This report describes an excavation at Site 107, Donaghmore 9 carried out in the townland of Donaghmore as part of an archaeological mitigation programme designed to offset adverse impacts on the archaeological resource associated with the Dundalk Western Bypass (DWB). All archaeological fieldwork was directed by Brian Ó Donnchadha of Irish Archaeological Consultancy Ltd. (IAC Ltd.) for Louth County Council.

## 1.1 Site location

Site 107 was situated in Donaghmore townland, located c.4km west of Dundalk (Louth OS sheet number 7). The site is:

- Site 107, Donaghmore 9, Excavation Licence: 03E0064, Ch 18.580, NGR 302316/306266.

The site was identified as a result of both the test trenching exercise undertaken by IAC in March 2002 (Licence Ref.:03E0064); as well as intensive background research of early Ordnance Survey maps, which revealed the presence of possible late 18<sup>th</sup>/early 19<sup>th</sup> dwellings. The area comprised an undulating landscape with the sites primarily focused in a low-lying valley between two ridges running in an east/west direction through the landscape.

## 1.2 The scope of the project

### *General*

Louth County Council proposed to construct a motorway called the 'Dundalk Western Bypass – Northern Link'. The scheme also included ancillary roads and other structures.

The Dundalk Western Bypass – Northern Link connects the existing Dunleer-Dundalk Motorway, which terminated in the area of the N52 Ardee Road, to the N1 Ballymascanlan Roundabout in an arc situated c.2.5km - 3km to the west and north of Dundalk.

The scheme was divided into two sections: Section 1 (7.8km main centre line chainage (Ch) runs from Ch16.000 to Ch23.870 (the Armagh Road, R177). Work on the southern end of Section 1 was previously commenced so that the main cutting and rough surfacing for the road has been completed to chainage point Ch17.100. The chainage zone Ch16.000 – 17.100 has therefore not been investigated archaeologically under the present contract. Section 2 (2.08km main centre line chainage) runs from the Armagh Road Ch23.870 to the Ballymascanlan Roundabout, Ch25.950.

Therefore the archaeological potential of the route represented a distance of 8.49km (Ch17.100 – 25.950). The route corridor varied between 60m and 200m (not including side roads) and is on average 100m wide. The archaeological site area was thus approximately 85 hectares.

### *Specific*

Eight excavations were undertaken in the townland, spread out over a distance of 700m with a distance of 300m between Donaghmore 8 and 9, while Donaghmore 2&3 were located 400m to the south of Donaghmore 8. This report deals with Donaghmore 9.

Background historical research undertaken as part of the test trenching programme revealed Donaghmore townland to contain sites listed in the Record of Monuments and Places (RMP) including several souterrains, a ring-ditch and the local tradition of a church site. Records held by the National Museum of Ireland in the Topographical Files also record stray finds from the townland of Donaghmore including flint waste flakes, iron slag, iron fragments and undated pottery sherds.

Archaeological excavation revealed the Donaghmore area to be part of a prehistoric landscape with material being recovered from the excavations dating from the Neolithic (4000BC-2500BC) and continuing into the Early Medieval period (AD500-1169AD).

### **1.3 Circumstances and dates of fieldwork**

The excavation at Site 107, Donaghmore 9 was undertaken to offset the adverse impact of road construction on known and potential subsoil archaeological remains in order to preserve these sites by record.

Topsoil stripping of the area commenced on Wednesday the 15<sup>th</sup> of January and was completed by Friday the 31<sup>st</sup> of January. Work was carried out by a team of one Site Supervisor and four Archaeological Assistants.

After initial bulk stripping, the areas of excavation were hand cleaned in order to identify potential archaeological remains. All features were subsequently fully excavated and recorded by hand, using the single context recording system with plans and sections being produced at a scale of 1:50 or 1:20 (sections were recorded generally at 1:10) and photographs where necessary. All works were carried out in agreement with the Project Archaeologist the National Monuments Section of the Department of the Environment, Heritage and Local Government (formerly *Dúchas*-The Heritage Service).

It was agreed in advance that adequate funds to cover excavation, post-excavation, conservation and dating analysis would be made available by Louth County Council. Dating of the site involved pottery analysis through typological study and radiocarbon analysis. The site archive, and any finds, samples *et cetera* were kept in safe storage by IAC Ltd. during the post-excavation stage.



## 2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The following archaeological and historical background refers to the wider archaeological landscape through which the DWB passes.

The town of Dundalk lies at the northern end of Dundalk Bay and is the administrative centre of County Louth, located in the north east of Leinster. The area spans two geographical areas. To the west, the rural landscape surrounding the urban district is one of undulating topography, with low drumlins rising to 30-40m from the coastal plain. As with much of Louth, this covers thick strata of Ordovician and Silurian slates, with some rock outcrops (Gosling 1993, 237) notable. To the east of the urban district, the flat, low lying coastal plain is comprised of recent estuarine and alluvial clays and silts, shaped by the sea level changes following the end of the Ice Age in Ireland c.10000 years ago.

At the time of the earliest habitation in Ireland (Early Mesolithic period: c.7000BC), the sea submerged the area of the town to a depth of 4-5m, although it continued to retreat to its present level until the Late Neolithic/Early Bronze Age period (c.2500BC), replacing the submerged area with salt marshes and tidal flats. At various stages from the 17<sup>th</sup> century onwards, these areas were improved by reclamation projects.

The proposed route for the Dundalk Western Bypass–Northern Link is located within an area that avoids the major archaeological monuments in the vicinity. This is a particularly rich archaeological landscape but the great majority of known sites lie beyond the perimeter of the original study area. It is important to note, however, that a significant number of sites in this part of County Louth survive as crop marks, where the above ground indication of the monument has been destroyed. The recognition of such monuments has often been the result of chance discovery from ploughing and construction work, or by observation from the air where the distinctive traces of the buried features can sometimes be observed. The strong tradition of arable agriculture in the locality has been largely responsible for this occurrence.

### 2.1 Prehistoric Period (7000BC-500 AD)

The archaeological record provides evidence that this area was occupied from the Late Mesolithic period (c.4200 BC), with the excavation of Mesolithic shell midden sites with flint material at Rockmarshall c. 5km north east of the town of Dundalk.

There are a number of recorded RMP sites within the vicinity of Donaghmore 9 that can be dated to the prehistoric period. These sites, which are located in the townland of Tankardsrock, consist of the sites of two standing stones (LH007-032 and 031), located c. 2.5km north northwest, rock art (LH007-102) which is located c. 2km north northwest, and a Bronze Age burial cist (LH006-037), which is located c. 2.5km north northwest of the site.

#### 2.1.1 The Neolithic Period (c. 4000BC – c. 2500BC)

The origins of the Neolithic period in Ireland are disputed. Pollen records reveal forest clearances occurring before our earliest dated Neolithic sites or monuments; however this may be a reflection that our dating methods are too crude to discriminate between an Early and Late Neolithic settlement rather than an indication of the true chronology (Mitchell & Ryan 1997). A debate rages over whether the culture evident in Ireland during the Neolithic was a product of a migrating people into Ireland or an indigenous development from Mesolithic populations. The introduction

of certain flora and fauna, management techniques, cultural traits in architecture and domestic crafts with a striking resemblance to those evident in Britain has led some authors to suggest colonisation from outside Ireland (Mitchell & Ryan 1997). Recent studies (Cooney 2000, 13) have suggested that a combination of small scale movement across the Irish sea by migrating communities and developments within the existing Mesolithic populations within Ireland in the innovative beginnings of this era.

Those who suggest that the development of Neolithic customs and traditions in Ireland was a native evolution make the observation that the Irish Mesolithic period was a time of isolation rather than contact. If the Megalithic tombs were constructed by a migrating population, a prolonged period of consolidation would have been required in advance of their construction (Mitchell & Ryan 1997). Therefore, it is possible that the Mesolithic peoples gradually adopted new customs and practices through contact with Britain and mainland Europe, leading to the incremental growth of a distinctive economy before a consolidated Neolithic culture emerged.

The vast majority of the archaeological evidence for this period is to be found at the 4-5m (25ft) contour, which reflects the coastline during the maximum post-glacial marine transgression, and it has been suggested that this settlement location would have facilitated the exploitation of the higher ground for farming and the lower ground for summer grazing (Gosling 1993, 242). There is a concentration of Megalithic tombs in the Flurry Valley to the north-east of the site at Donaghmore 9 (with the nearest example located at Faughart Lower (LH004-062), c. 6km to the northeast) and scattered throughout the Cooley peninsula. Archaeological discoveries elsewhere on the DWB scheme revealed Late Neolithic/Early Bronze Age habitation activity at Site 115, Newtownbalregan 5 (Bayley, D. forthcoming (c)), located c. 2.5km north of Site 107 and the truncated remains of a Late Neolithic/Early Bronze Age house identified at Site 101, Littlemill 1 (Ó Donnchadha, B. forthcoming (d)), located c.1km to the southeast of the site. A collection of pits dating to the Late Neolithic/Early Bronze Age were identified at Site 103, Littlemill 4 & 5 (Ó Donnchadha, B. forthcoming (c)), c.650m south southeast of Site 107 (Donaghmore 9) and a number of Neolithic huts with associated pits were excavated at Site 124, Carn More 1 (Delaney, S. forthcoming (b)), located c.5.2km northeast of the site. Several pits containing Early Neolithic pottery were identified at Site 132, Faughart Lower 5 (Delaney, S. forthcoming (c)), located c.6 km northeast of the site. A group of pits and possible postholes at Site 109, Donaghmore 4 (Ó Donnchadha, B. forthcoming (h)) were located c.1.1km northwest of the Site 107.

However, during the Neolithic, Waddell (1998) points out that while it is believed that scattered self-sufficient farmsteads were typical for the majority of settlements (which may have included rectangular built houses), relatively temporary, replaceable dwellings may have been the norm for some sections of the society, and this may well be illustrated by the house site found at Donaghmore 4, which appears to be a temporary structure. He draws on Thomas's (1996) proposal that social units may have had seasonal fluidity that would have also tied into the Megalithic landscape of the Neolithic. Transhumance (the practice of movement of livestock to summer hill pastures) and the exploitation of seasonal resources, such as fishing shellfish and salt collection, is thought to explain the numerous finds of flints and pottery in sand dunes along the north-east Irish coast and often found in association with hearth remains (Waddell 1998).

### 2.1.2 The Bronze Age (c.2500BC – c.500BC)

From the relatively scant prehistoric archaeological evidence, there are indications that the area was not densely settled until the beginning of the Bronze Age (c. 2500 BC). The vast majority of the archaeological evidence for this period is to be found at the 4-5m (25ft) contour, which reflects the coastline during the maximum post-glacial marine transgression, and it has been suggested that this settlement location would have facilitated the exploitation of the higher ground for farming and the lower ground for summer grazing (Gosling 1993, 242). Bronze Age activity is distributed fairly evenly across the study area. These are indicated in the antiquarian drawings of Wright at the Castletown/Kilcurry confluence.

Bronze Age discoveries along the DWB consist of an Early Bronze Age Beaker (c. 2400 – c. 2200BC) habitation at Site 112, Newtownbalregan 2 (Bayley, D. forthcoming (e)), located c. 2.15km north of the site. A number of Bronze Age ring-barrows, a cist and a cairn were excavated at Site 127, Carn More 5 (Bayley, D. forthcoming (g)), located c. 5.2km northeast of Site 107. A total of 3 Bronze Age burnt mounds/*fulachta fiadh* were excavated along the route of the DWB at Site 111, Newtownbalregan 1.1, Site 113, Newtownbalregan 5 and at Site 128, Faughart 1, 2 & 3. The burnt mound excavated at Site 102, Littlemill 2 dated to the medieval period (890-1250AD). A further 6 burnt mounds/*fulachta fiadh* were excavated by Archaeological Development Services Ltd (ADS Ltd.) as part of the archaeological resolution of the Dunleer/Dundalk Motorway.

### 2.1.3 The Iron Age (c.500BC – c.500AD)

There is a marked lack of known Iron Age (c. 500BC -c. 500AD) activity within the surrounding area. The ring barrow identified at Site 131, Donaghmore 7 located c. 900m to the north of Site 107 Donaghmore 9 (Ó Donnachada 2002, forthcoming (g)) is the sole example of a definitive Iron Age site identified through the DWB archaeological investigations. The site consists of a small ring barrow; and a single piece of unworked flint was discovered in the interior of the barrow with remains of three charred wooden planks found within the barrow ditch. These were taken for specialist analysis and were submitted for Carbon 14 dating (WK 18564). The dates returned confirmed that the ring barrow belongs to the Iron Age period, specifically the mid-Iron Age based on Cal 120BC-60AD).

## 2.2 Early Medieval Period (AD500-1100)

The early medieval period is depicted in the surviving sources as entirely rural characterised by the basic territorial unit known as *túath*. Byrne (1973) estimates that there were probably at least one hundred and fifty kings in Ireland at any given time during this period, each ruling over his own *túath*. During this sometimes violent period, roughly circular defensive enclosures known as ringforts were constructed to protect farmsteads. Although most of the ringforts that have been excavated are shown to date to this period, some have earlier origins and may have been originally constructed during the Iron Age, or even earlier.

Site 114 at Newtownbalregan 6 (Bayley, D. forthcoming (d)) located c. 2.6km north of Site 107; Donaghmore 9 consists of a ringfort and souterrain. The ringfort or rath is considered to be the most common indicator of settlement during the early medieval period (c. 400AD – c.1100AD). The most recent study of the ringfort (Stout 2000) has suggested that there are a total of 45,119 potential ringforts or enclosure sites throughout Ireland. They are typically enclosed by an earthen bank and exterior ditch, and range from 25m to 50m in diameter. The smaller sized and single banked type (univallate) were more likely to be home to the lower ranks of society while larger examples with more than one bank (bivallate/trivallate) housed the more powerful kings and lords. At Site 124, Carn More 1 (Delaney, S. forthcoming (b)),

(Area 1) a ringfort identified in the RMP as LH004-067 was excavated in advance of the motorway's construction, with the RMP originally listing the monument as a circular enclosure.

Souterrains are artificial underground structures, usually built of dry stone walling and comprising of passages and chambers with creeps connecting them. Souterrains are generally regarded as having had a defensive or protective function, as evidenced by the complex construction of many of the sites, with narrow winding passages, deliberate obstructions and small chambers. Raiding was endemic to Early Medieval society, and souterrains could have served to house portable valuables and non-combatants during a raid. There is a previously recorded souterrain located 30m to the E of the CPO line at Ch17.640 (LH007-071). A further two enclosures with associated souterrains were also excavated by Archaeological Development Services Ltd (ADS Ltd) in advance of the construction of the Dunleer/Dundalk Motorway.

The historical sources for the early medieval period indicate that the main population group in north Louth was the *Conaille Muirtheimne*. They controlled the areas of *Cuailgne* (Cooley) and *Mag Muirtheimne* (Plain of Muirtheimne) –corresponding to the area S of Dundalk, roughly equating with the modern baronies of Lower and Upper Dundalk. It has been suggested (Gosling 1993, 46) that the ancient boundaries of this kingdom may coincide with the dense concentration of souterrains in north Louth. Though nominally a branch of the *Ulaid*, who had their capital at *Eamain Mhaca* or Navan Fort, Armagh. The *Conaille Muirtheimne* appear to have been subject to the kingdom of *Brega*, which had its capital at *Cnógbha* or Knowth in Co. Meath at the time of its greatest political cohesion, during the first half of the 7<sup>th</sup> century AD. Their earliest appearance in the annals is in 688AD, as allies of the Knowth branch of the *Síl nÁeda Sláine* at the battle of *Imblech Pich* (Emlagh, Co. Meath), which was a key event in the political fragmentation of the *Síl nÁeda Sláine* dynasty. They were subsumed by the *Airgialla* or Oriel in the early 12<sup>th</sup> century.

The *fulacht fiadh* identified at Site 102, Littlemill 2 (Ó Donnchadha, B. forthcoming (f)) was Carbon 14 dated to Cal. 890AD -1250AD (968  $\pm$  85BP). Site 102, Littlemill 2 was roughly circular in shape and it is suggested that these sites, which are identified as early medieval and medieval in date, tend to be circular or oval in shape with no evidence for pit lining (O'Neill, pers.comm, 2007).

### 2.3 Medieval Period (1100AD-1600AD)

The motte and bailey at Castletown (LH007-11807) located c. 3km northeast of Donaghmore 9, represents the initial phase of Anglo-Norman activity in the area. Although there are some suggestions that John de Courcy was responsible for this development, it is generally accepted that it represents the initial headquarters of the de Verdon family in their new territory. The Anglo-Normans were responsible for a network of towns throughout the country with Louth being the most urbanised county.

The land in and around Castletown and Dundalk was granted to the Anglo-Norman Bertram de Verdon after he arrived in 1185, and corresponds to the modern barony of Ferrard (Gosling, 1993, 252). The de Verdon estate passed onto the Bellevs. It was at this time that many of the tower houses were constructed, and the Bellevs contributed two large examples in 1472 and 1479, of which only the later survives, in the grounds of St. Louis convent (LH007-11801). The earlier tower house is known to have stood at Castletown cross (LH007-11803) but no traces of it survive above ground. In 1429, Henry IV introduced a £10 subsidy was given to encourage the King's 'liege men' to build tower houses within the Pale, under the condition that they were built within ten years. This venture was so successful that twenty years later a

limit was imposed on their construction. In Counties Louth, Kildare and Meath, the towers were mostly concentrated along the borders of the Pale (Davin 1982). The surviving tower house at Castletown (LH007-11801) most likely functioned as the centre of the Bellew manor of Dundalk during the 15<sup>th</sup> century. Garstin's map of 1655 shows it protected by a bawn wall, which also enclosed outhouses.

For information of the Anglo-Norman land ownership we are reliant on documentary sources, and in Co. Louth this information is recorded in the 'Dowdall deeds'. The lack of documentary sources and archaeological excavations in the area has led to large gaps in the record regarding the size of the Anglo-Norman settlement and how it was laid out. By the 13<sup>th</sup> century it seems that Castletown had its own church and burgesses. Garstin's map does point out the existence of burgage plots and streets in the vicinity of Mill road and Castletown cross. A watermill, most likely attached to the manor, is known from documentary sources although its precise location is not known.

At this time the new town of Dundalk, which lies c. 2km to the east of the Castletown, developed as the major urban centre. This was due to its market centre and port in addition to its more strategic sitting on the major routeway linking Dublin with Ulster. It is probable that another factor influencing the move of the de Verdons was the nature of the topography of the general area. The unsatisfactory nature of the river at the Castletown location must have made it inaccessible to shipping even in the late 12<sup>th</sup> century. The new town also had the advantage of considerable natural defences. The site of the new town, which was to grow into the modern town of Dundalk, was thus better situated than Castletown from a commercial as well as a defensive point. As Dundalk developed and became the focus for Anglo-Norman settlement in the area, Castletown fell into decline and Dundalk became the economic heart of the Lordship. The precise date for the foundation of the "newtown" of Dundalk is unclear. However by the late 13<sup>th</sup> century surviving property deeds make the distinction between the late 12<sup>th</sup> century settlement at Castletown and the Newtown or '*nove ville de Dundalc*'. As a result of the low-lying nature of the surrounding landscape and the form of the gravel ridge on which the Newtown (Dundalk) was located, the town developed a markedly linear aspect, which is still apparent today.

## **2.4 Post-Medieval Period (1600-1800)**

Post-medieval remains identified in the study area relate to industrial structures particularly mills and kilns using the Castletown and Kilcurry River waters, with these structures usually being served by a mill race. Two mills and associated races occur near to the Castletown-Kilcurry confluence. There was also a mill race and mill located c.75m to the south southwest of Site 105, Donaghmore 2 & 3, which itself was located c.500m to the south of Donaghmore 9. The Ordnance Survey maps of Donaghmore 9 show that a small complex of buildings stood on this site through the 19<sup>th</sup> and part of the 20<sup>th</sup> centuries. The following cartographic analysis helps to illustrate the development of this site.

Site 102 at Littlemill 2 (Ó Donnchadha, B. forthcoming (f)) located c. 1km south of Site 107, contained the remains of a post-medieval structure, which cartographic evidence demonstrates supports its existence at this location since the first edition OS map dating to 1836. It is probable that this structure was a small vernacular style residence accompanied by a small farmyard as was typical of the area and indeed most of Ireland during the 19<sup>th</sup> century.

At Site 119, Balregan 3 & 4 (Delaney, S. forthcoming (d)), the subsurface remains of a north-south oriented masonry structure was recorded. The foundations measured 21m in length and 6.5m in width and consisted of two rooms. The building appears to

have been of 19<sup>th</sup> century construction based on the artefactual evidence and identifiable construction methods, however, the structure is not depicted on the 1835 or the 1908-9 1:10, 560 scale Ordnance Survey editions. Anecdotal evidence from a local landowner notes that a structure formerly located at this site was demolished around the mid 20<sup>th</sup> century; it is likely the building dates from the later 19<sup>th</sup> century and fell out of use at the same time as the Scotch Green Mill.

Site 118, Balregan 5 & 6 (Delaney, S. forthcoming (e)), contained the remains of a post-medieval water mill, which despite its ruinous condition, showed a complete example of this site type with surviving portions of the millrace, millpond, main sluices, internal wheel race and a number of main rooms along with the access road and access road and yard for the mill buildings present.

#### **Taylor and Skinner's Map of County Louth, 1783 (not illustrated)**

This is the earliest map that shows the area that illustrates the area corresponding to Site 107, Donaghmore 9 in detail. The townland of Donaghmore is indicated as is the main road from Dundalk to Carrickmacross. This road extends (direction) straight path and does not deviate from its course as indicated on the later edition maps, where it passes the farm which forms Donaghmore 9. The farm buildings themselves are not marked on this map, but only large and significant buildings are shown, so it does not mean that they were not present at this time.

#### **First Edition Ordnance Survey Map, 1835, scale 1:10560 (Figure 3)**

This map contains the first detailed portrayal of the townland of Donaghmore, and the small farmstead located at Donaghmore 9 is clearly visible in this map (Figure 3). The small farm consists of a small rectangular building which fronts onto the southern side of the old alignment of the Dundalk to Carrickmacross road and a larger rectangular building located a short distance parallel with the road to the south. Both structures are aligned northeast-southwest and are enclosed by a north-south oriented boundary wall. The road peters out to the east and presumably continued in this direction in antiquity. A diversion is illustrated on the map and curves around the fossilised remains of the old road routing, apparent within the field boundaries. There are several farms and houses marked within the vicinity of the farm, including the site of Donaghmore 2 & 3, c. 500m to the south southeast.

#### **Second Edition Ordnance Survey Map, 1863, scale 1:10560(not illustrated)**

There are no significant changes within this map relating to Donaghmore 9, aside from the construction of the Dundalk to Carrickmacross railway to the south of the site.

#### **Ordnance Survey Map, 1908, scale 1:2500(not illustrated)**

There are no significant changes within this map relating to Donaghmore 9,

#### **Ordnance Survey Map, 1939, scale 1:2500 (Figure 4)**

The two original buildings that were shown within the first edition map are present within the rectangular plot on this map (Figure 4). The smaller building to the north, fronting onto the old section of the Carrickmacross road, has been extended slightly with two very small annexes attached to the southern and western elevations. There has been an increased development to the north and east, with the construction of new buildings, some of which appear to be associated with quarrying activity that is taking place within the area.

#### **Turnpike Roads**

The original concept of the turnpike road was to compel traffic to pay for the damage done by it on the road. Little thought was given to the original road or its susceptibility

to damage with the presumption being made that the condition of the road was adequate provided that it carried only local traffic, as the locals would repair any damage caused to the road through their use of it. Damage to a road can be caused in two ways; firstly by a heavier than usual load on the road, which distorts or ruptures the structure of the road and, secondly, by an increased volume of normal traffic which increases wear and tear on the road surface. A desire to make through-traffic pay for damage over and above the normal prompted people and authorities to erect barriers or gates at both ends of stretches of roads affected, at which tolls were collected to make good the expected damage.

Turnpike trusts were first established by an Act of George II in 1729. Each turnpike had to be authorised by an act of parliament. The first turnpike in Ireland was created in 1729 when an act was passed to finance the repair of the road from Dublin to Kilcullen by converting it to a turnpike. This was followed by 80 similar schemes involving both the construction of new roads, often along straight alignments, and the financing of improvements on pre-existing roads. In general, Irish turnpike roads were not a success. The relatively dense network of non-turnpike routes ensured that traffic could evade tolls and disappointing traffic levels meant that most turnpikes generated insufficient revenue to pay for their upkeep (Killen 1997, 208)

Gravel was by far the most appropriate material for roads. Stone was considered inconvenient and when broken up could become quite dangerous. The main recommendations for roads were the necessity of laying good foundations and drains, the use of suitable gravel with provision of proper camber (high in centre and sloping towards sides) and the need to lay gravel in thin layers with the best gravel on the surface. The recommended camber was an inch to a foot slope. When constructing a new road it was recommended that first large ditches be made on each side of the road. The soil taken out of the ditches should then be laid on the middle of the road, as wide as the gravel was intended to be, and raised higher at the middle of the road than at the edges. The soil should be raked out evenly and left lie for some months with no traffic allowed along it. When it was well settled and dry, gravel could then be laid on it. The second method recommended, where lower layers of the road's construction was composed of gravel, to dig the ground in the middle of the road 5 or 6 inches deep and as wide as the road. This was then levelled out at the bottom and gravel laid along it, raising the level 3 or 4 inches in the centre and one inch at the edge higher than the verges. By this means the gravel would be kept in by the ground on both sides and make a lasting road. (Broderick 2002, 56-7)

All the improvement works on the turnpike roads were funded out of investments made by private individuals by way of debentures or mortgages raised on the security of the tolls. The relevant statutes required that repayment of principal and interest on these loans were to be funded out of the toll-receipts. It appears that in some cases these loans were subscribed by the trustees and their friends while in others it was necessary to place public advertisements to invite investors.

The preambles to the original enabling acts for turnpike roads almost invariably cited the poor condition of the roads as a reason for the establishment of turnpike trusts. The road between Dundalk and Carrickmacross, as shown on Taylor and Skinner's map of County Louth, dating to 1783, appears to have, at some point, partially collapsed into wet, marshy ground located to the east of the CPO line. This degeneration in the condition of the road may have precipitated the petitioning for the creation of the road as a turnpike trust as this would allow monies to be raised for the repair and realignment of the road around the collapsed area.

The turnpike road from Dundalk to Carrickmacross and Castleblayney was part of the last series of roads to be constructed. It was created in 1830 by an Act of Parliament of George IV. An entry in the House of Commons Journal, dated 26<sup>th</sup> February 1830, reported that leave had been given for a bill for repairing and maintaining the roads from Dundalk to Castleblayney and Carrickmacross to be prepared. This had been requested by a petition signed by several inhabitants of the three towns and the surrounding area. An entry dated 12<sup>th</sup> May 1830 reported that the bill was to be made into law.

The Dundalk, Castleblayney and Carrickmacross turnpike controlled two lines of road, 12 and 13 miles in length respectively. The establishment of the railway between Dundalk and Castleblayney in 1848 directly affected this turnpike. The railway absorbed much of the traffic between Dundalk and Castleblayney. However, the commission of inquiry for the abolition of the turnpike trusts in 1856 found that the traffic on the road between Dundalk and Carrickmacross was also impacted negatively on. This reduced the income from the road and the road was rendered impassable. One witness to the inquiry reported that the carriage of coals along the road to the distillery of Gartlan and Sons at Carrickmacross once yielded an income of several hundred pounds per annum but with the establishment of the railway, it began to be carried by rail and then transferred along the non-turnpike road between Castleblayney and Carrickmacross. This was most likely not the only instance of the transfer of traffic from this turnpike road to the railway. (*ibid*, 213-4)

In Dublin in the late 1840s a movement to have turnpike roads abolished emerged. It was primarily concerned with the concentration of turnpikes on the north side of Dublin and in 1854 a commission was set up exploring the possibility of abolishing turnpike roads in the vicinity of Dublin. The commissioners recommended the cessation of trusts and that the transferral of the roads to the appropriate grand juries which should also pay the outstanding obligations and compensate the debenture holders in accordance with prescribed market valuation. They further recommended that legislation be enacted to give legal powers to have their recommendations implemented as soon as possible. The required act was passed in 1855. (*ibid*, 233-9)

Once the Dublin turnpike roads had been taken out of service, it became only a matter of time before a call was made to abolish the remaining turnpike roads nationwide. A commissioner was appointed to inquire into the turnpike trusts in Ireland and he issued his report in 1856. He had little choice but to recommend abolition of turnpike trusts. In July 1857 an Act was passed ending turnpike roads in Ireland. The section of the act concerning the ceasing of toll collection came into operation on 5<sup>th</sup> April 1858 and from that date the roads reverted to Grand Jury control. The road between Dundalk and Carrickmacross legally lost its turnpike status on this date. (*ibid*, 240-1).



## 3 THE EXCAVATION

### 3.1 Introduction

An excavation was undertaken at Site 107, Donaghmore 9 as part of the DWB in the townland of Donaghmore. Excavation began on Wednesday the 15<sup>th</sup> of January and was completed on Friday the 31<sup>st</sup> of January 2003.

### 3.2 Methodology

The topsoil was removed by a machine equipped with a flat toothless bucket under strict archaeological supervision. After initial bulk stripping the area of excavation was hand cleaned in order to identify potential archaeological remains. All features were subsequently fully excavated and recorded by hand, using the single context recording system with plans and sections being produced at a scale of 1:50 and 1:20 (sections were recorded generally at 1:10) and photographs where necessary. All works were carried out in agreement with the Project Archaeologist and Dúchas-The Heritage Service/Department of Environment, Heritage and Local Government (DoEHLG). All contexts are described in Appendix 1.

### 3.3 Legends and Brackets

In the following text, the authors have used three types of brackets:

- { } = These enclose Subgroup numbers.
- ( ) = These enclose Deposit numbers.
- [ ] = These enclose both Cut and Masonry Structure numbers.

#### CONTEXT KEY;

- prof = profile
- NSEW = Compass points, Eg: 'N-S' = North-South oriented feature
- All dimensions are given in metres
- d/l/w = depth/width/length
- s/m/lg = small/medium/large
- ang/sub-ang/rou/sub-rou = refer to stones, Eg: 's sub-ang' = small sub-angular stone
- mixed = ang + sub-ang + rou + sub-rou
- Dk/Lt = dark/light
- mod = moderate/moderately
- freq/occ = frequent/occasional
- ch = charcoal
- Hb/Ht = Human bone/teeth
- Ab/At = Animal bone/teeth
- frags/fls = fragments/flecks
- vert = vertical
- constr = construction
- sk = skeleton
- t'd/unx/s'd = truncated/unexcavated/segmented
- w/- = with
- pres = preservation

#### PERIOD KEY:

- PH: Prehistoric
- EM: Early Medieval
- MD: Medieval
- PM: Post-medieval
- MOD: Modern

## 4 EXCAVATION RESULTS

### STRATIGRAPHY

#### 4.1 GROUP 1: The Natural Drift Geology

##### 4.1.1 SUBGROUP {1000}: Natural drift geology

##### Contexts:

C	Area	Fill of	Filled by	Interpretation	Description
3	Site	N/A	N/A	Natural	

##### Interpretation:

Natural subsoil into which features were cut.

#### GROUP 1 DISCUSSION: The Natural Drift Geology

Donaghmore 9 was located in a low-lying valley that contains both a river and area of wetland area. Two ridges extending east-west to the north and south of the valley define its extent in those directions. The valley extends east from the direction of Carrickmacross to the town of Dundalk. The landscape is well drained and sheltered by the surrounding ridges and would have served as an ideal location for settlement and agricultural industry, as indicated by the numerous farm cottages recorded on the Ordnance Survey maps of the area.

## 4.2 GROUP 2: Post-Medieval Activity

### 4.2.1 SUBGROUP {1001}: Post-Medieval Farm

#### Contexts:

C	Type	Fill of	Filled by	Interpretation	Description	Area
7	Cut	N/A	8	Cut of house foundation	Not fully excavated, but exposed 4.66L 1.5mW, orientated E-W	D9
8	Fill	7	N/A	Fill of house foundation	Not fully excavated, but exposed 4.66mL, 1.5mW, orientated E-W.	D9
10		N/A	N/A	Spread	Spread of burnt material containing pieces of metal and cockle shell. Recent in origin. Located S of [7]	D9
12		N/A	N/A	Spread	Spread of burnt material cockle shell. Located SE of [7] & (10)	D9
14	Cut	N/A	15	Farmyard wall foundation	Linear cut of probable wall foundation, not fully exposed but probably created an eastern enclosing element to the farmyard	D9
15	Fill	14	N/A	Fill of wall foundation	Stone built wall only partially exposed. Probably formed eastern enclosing element of farmyard	D9

#### Finds:

None

#### Interpretation:

Site 107, Donaghmore 9 comprised a farmyard and trackway, both of which are shown on all the OS editions of the area. The farmyard was still operational prior to the excavations and two structures which had formerly been located within the enclosing boundary wall had been three months prior to the archaeological investigations. The site was only partially investigated owing the established chronology for the site documented through cartographic means.

An area located to the east of the farmyard was opened to investigate why the yard surface was almost a metre lower than the ground surface the eastern side of the boundary wall [14]. Although house foundations [7], are likely date to the early 19<sup>th</sup> century, burnt material associated with modern farmyard activity was also exposed, however there was no indication of what the original farmyard surface was composed of. Some cobbling was noted close to the remains of the house, though this appears to have been created from the demolished remains of the house.

To the south of the yard, the remnants of an orchard were identified, with a decrease in level of 3m to the neighbouring field to the east. The difference in ground level indicated the deliberate scarping of the area prior to the construction of the farm. This levelling of the building terrace resulted in the working surface of the farmyard being situated almost a metre below the surrounding lands to the north and east where the topography rises to a gentle knoll. The topsoil removed from across the site appears to have been placed to the rear of the farmyard, to the south where the orchard was located.

### 4.2.2 SUBGROUP [1002]: Post-Medieval Road

#### Contexts:

C	Type	Fill of	Filled by	Interpretation	Description	Area
6	Deposit	N/A	N/A	Post medieval road	0.2m of sandy gravel lying on natural	D9
5	Deposit	N/A	N/A	Stone wall	Poorly constructed dry stone wall bordering lane to N	D9
4	Deposit	N/A	N/A	Stone wall	Poorly constructed dry stone wall bordering lane to S	D9

**Finds:** None

### Interpretation:

Two trenches were excavated across the adjoining post-medieval trackway which extended east-west from the Carrickmacross-Dundalk road and provided access to the farm. It was demonstrated that the methods used for the construction of the trackway (6) composed a thin layer (20mm) of sandy gravel lying directly upon the underlying clay. The track verges were flanked by dry stone walls (4) and (5), which were of poor construction and the surviving portions were low, possibly from denudation over time or robbing of material for other construction purposes.

### GROUP 2 DISCUSSION: Farmyard and Trackway

Group	Subgroup	Subgroup type	Period by finds/ stratigraphy	Period by interpretation	Group Interpretation
2	1001	Post-Medieval Farm	PM	PM	PM
2	1002	Post-Medieval road	PM	PM	PM

### Summary:

Although the entire extent of the farmyard was not subject to full archaeological resolution, the investigations confirmed that foundations of the farm buildings (first depicted on the first edition Ordnance Survey map of 1836) survived as subsurface archaeological deposits. The site had functioned as a fully operational farm since the 19<sup>th</sup> century until three months prior to the commencement of archaeological works in advance of the motorway's construction.. The yard's surface was covered in modern concrete and two houses, which had stood within the farmyard had been demolished three months prior to the commencement of archaeological works. It was established that the siting for the structures had been levelled and scarped out resulting in their construction at a considerably lower level than that of the surrounding topography to the north and east (c. 3m in difference). It was not possible to establish what the original surface to the yard had consisted of, and only rough cobbling was identified, however it was thought to be the remnant material from the demolition of the original structures shown on the first edition Ordnance Survey map dating to 1836. It is plausible that the original yard surface comprised of a soil/dirt surface material rather than gravel or cobble.

The trackway which provides access to the farm from the west, is illustrated on Taylor and Skinner's map of County Louth, dating to 1783 as part of the Dundalk to Carrickmacross turnpike road. By the time of the first edition OS map (1836), the main road had deviated to the north and bypassed the route of the original road as evidenced in Figures 3 and 4 of this report. This section of the original road may have been bypassed owing to the collapse of the road in a wet/boggy area containing a stream to the east of the CPO lands. An original section of the turnpike road had been preserved as a trackway, providing access to the farm. The road had a maximum width of 3m and its verges were to the north and south were bordered by poorly constructed dry stone walls. The surface of the track consisted of a sandy gravel which was deposited directly onto the natural subsoils.

The road between Dundalk and Carrickmacross was created a turnpike road following an Act of parliament in 1830. Improvements carried out on the existing road at this time most likely included the realignment of the road away from the wet, marshy area, where the integrity of the road's construction had suffered. The collapse of the road into the wet marshy area to the east of the CPO line may have precipitated the petitioning of parliament for the creation of the road as a turnpike enabling money to be borrowed by the trustees of the road on the basis of future toll-receipts. This could then potentially have provided money for the realignment of the road.

### 4.3 GROUP 3: Topsoil

#### 4.3.1 SUBGROUP: {1003}

**Contexts:**

C	Type	Fill of	Filled by	Interpretation	Description	Area
1	Topsoil	N/A	N/A	Topsoil		D9

**Interpretation:**

Topsoil

### GROUP 3 DISCUSSION: Topsoil

Group	Subgroup	Subgroup type	Period by finds/ stratigraphy	Period by interpretation	Group Interpretation
3	3	Topsoil			

**Summary:**

Topsoil was present in most areas of Donaghmore 9 where areas were opened up within the farmyard. It appeared mixed in places with modern hardcore, which attested to the recent agricultural activity carried out at the farm.

## **4.4 Synthesis**

### **Open Area 1: The Natural Geology**

Donaghmore 9 was located in a low-lying valley that contains a river and a wetland area. Two ridges running east-west to the north and south of the valley define its extent in those directions. The valley extends from the Carrickmacross area to the west in the direction of Dundalk in the east. The landscape is well drained and sheltered by the surrounding ridges and would have served as an ideal settlement location owing to its agriculturally viability, as is indicated by the numerous farm cottages recorded on the Ordnance Survey map editions for the area.

### **Open Area 2: No discernible activity**

There is no evidence for archaeological activity until the post-medieval period.

### **Open Area 3: Post-Medieval Farm and Road**

Investigations confirmed that foundations of farm buildings first seen on the first edition Ordnance Survey map of 1836, survived as subsurface archaeological remains following archaeological investigations. The site had been in use as a farm up to three months prior to the commencement of archaeological investigations began. The yard surface was covered in modern concrete and two houses had been demolished which had formerly occupied the site. One of the aims of the excavation had been to establish what the original surface to the yard had consisted of, however only rough cobbling was identified, thought to be remnants of the demolished remains of the original buildings shown on the first edition Ordnance Survey map. It is likely that the original yard consisted of a dirt surface.

The track way which provided access to the farm from the west is shown on Taylor and Skinner's map of County Louth dating to 1783 as part of the Dundalk to Carrickmacross road. However, by the time of the first edition Ordnance Survey map of 1836, the road had deviated to the north of the original road, bypassing a section of the original road which had degraded owing the collapse of the road into a swampy area with a stream to the east of the CPO lands. This collapse of the road may have lead to the impetus for petitioning parliament for the creation of the road as a turnpike trust in 1830. Once a road had been created a toll-road/turnpike, its trustees could borrow money on the strength of future toll-receipts thus facilitating the repair or realignment of the road. The track had a maximum width of 3m and it's verges were bordered to the north and south by poorly constructed dry stone walls. The surface of the track consisted of a sandy gravel which was deposited directly onto the natural subsoils.

### **Open Area 4: Topsoil**

Topsoil was present in most areas of Donaghmore 9 where areas were opened up within the farmyard. It appeared mixed in places with modern hardcore, which testifies to the recent use of the farm.

## 5 DISCUSSION

### 5.1 Realisation of the original research aims

This section examines the extent to which preliminary assessment of the results of the excavation reveal how the original research aims have been or can be answered.

Original Research Questions (ORQ) were prepared after the results of the test-trenching exercise were known and before the rescue excavations began. The following are the Original Research Questions relating to the excavation at Site 107 Donaghmore 9 and Responses (R) based on assessment of the site data.

**ORQ:** *How many buildings are present, what were the construction methods and what are the different phases of construction and use?*

**R:** Two buildings were identified within the farmyard. The first was of modern construction, dating to the last 20 years and functioned as a modern farm building constructed of brick and concrete blocks built upon a cement foundation. Beneath this, a layer of rough, sub-angular medium sized stones had been compacted to form an *ad hoc* cobbled surface for the farmyard, this surface was formed from the remnants of the original structures indicated on the first edition Ordnance Survey dating to 1836. The foundations for this first structure were subsequently identified and these relate to the structure indicated in the northern part of the plot. The larger rectangular structure marked on the first edition map, located in the southern portion of the plot was not identified during investigations.

**ORQ:** *What are the dates of construction and occupation and how does the site change through time? Is there evidence for earlier, demolished structures?*

**R:** The original phase of construction is thought to have occurred around the beginning of the 19<sup>th</sup> century, based on the Ordnance Survey map editions. All finds were generally of a modern nature. The subsequent structures related to modern activity, with the structures demolished in advance of the archaeological investigations dating to the 1980's.

**ORQ:** *Are there areas where different activities were undertaken?*

**R:** No evidence for this was uncovered.

**ORQ:** *What is the nature of the finds and environmental evidence?*

**R:** No finds of archaeological significance were recovered or samples taken during this excavation.

**ORQ:** *Can this track be confirmed as the original Carrickmacross road? Can the construction date and form of the road be implied? If this was the old road, why was the new loop constructed?*

**R:** The archaeological investigations noted that a great deal of effort was invested in the construction of the section of the trackway to the immediate northeast of Site 107, Donaghmore 9. The path was covered in a thick layer of gravel and sand to act as a good walking surface and as such, it is clear that the trackway was not simply an access route used solely by farmers to gain entry to their land. Recommendations on road construction were issued by the Dublin Society in 1737. These recommended the use of gravel as providing the best road surface. When constructing a new road it

was recommended that first large ditches be made on each side of the road. The soil taken out of the ditches should then be laid on the middle of the road, as wide as the gravel was intended to be, and raised higher at the middle of the road than at the edges. The soil should be raked out evenly and left lie for some months with no traffic allowed along it. When it was well compacted and dry, gravel could then be laid on it. A second method recommended where the local subsoil was gravelly in nature, was to dig the ground in the middle of the road 5 or 6 inches deep and as wide as the road was intended to be. This was then to be levelled out at the bottom and gravel to be laid along it, raised 3 or 4 inches in the middle and one inch at the edges higher than the grass on either side. By this means the gravel would be kept in by the ground on both sides and make a lasting road. (Broderick 2002, 56-7)

The road is not very wide, having a maximum width of 3m. No finds of archaeological significance were recovered from any of the trenches placed across the road. It is clear from the cartographic sources that this was originally part of the main Dundalk to Carrickmacross road. Consultation of Taylor and Skinner's map of County Louth, dating to 1783 confirms this, as does the first edition Ordnance Survey map dating to 1836. The road was diverted from the course shown on the 1783 map prior to the 1836 Ordnance Survey map due to marshy land located to the east of the farm, and it seems that the road may have subsided into the softer ground.

This road was created a turnpike road following an Act of parliament in 1830. The original concept of the turnpike road was to compel road users to pay for the damage caused by successive traffic use. Damage to a road can be caused heavy loads distorting or rupturing the structure of the road and by an increased volume of conventional traffic which increases wear and tear on the road surface. It was believed that the condition of a road was adequate provided it carried only local traffic, as locals would repair any damage they caused to the road. A desire to make through-traffic pay for damage over and above the normal first prompted the placing of barriers or gates at both ends of stretches of roads affected, at which tolls were collected to make good the expected damage. The preambles to the original enabling acts for turnpike roads almost invariably cited the poor condition of the roads as a reason for the establishment of turnpike trusts.

It is possible that the realignment of the road noted on the first edition Ordnance Survey of 1836 occurred at this time as part of repairs following its creation as a turnpike. The road ceased to operate as a turnpike in 1858 by Act of parliament.

## **5.2 Conclusions**

In relation to the excavation at Site 107, Donaghmore 9, it can be said that the archaeological evidence adds to the post-medieval picture of settlement in this part of Donaghmore townland, however, it provides little additional knowledge to the area of Dundalk or County Louth in general.

The excavation was carried out to verify the existence of a farmstead indicated on the first edition Ordnance Survey map of 1836 of the Louth area, which has since been destroyed, leaving little or no surface remains. One of the buildings was subsequently identified during archaeological investigations, demonstrating the accuracy of the Ordnance Surveyors.

In terms of archaeological significance, aside from validating the accuracy of the Ordnance Survey maps on a local scale, these sites have very little bearing on a national scale. As no archaeological significant finds were recovered from the site, no comment can be passed on the inhabitants who once lived there.



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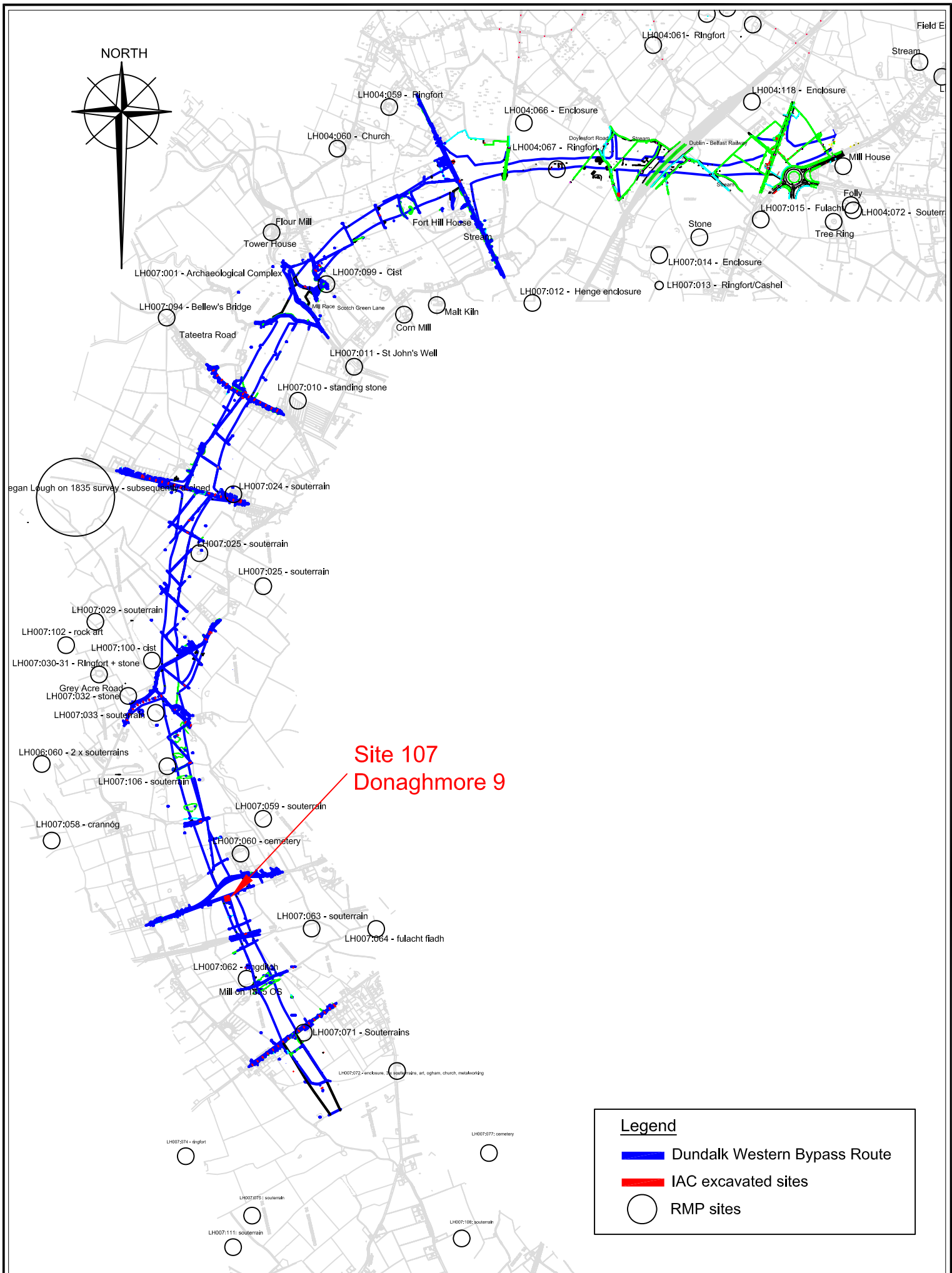


Irish  
Archaeological  
Consultancy Ltd.

Title: Site 107, Donaghmore 9 Site location  
Project: M1 Dundalk Western Bypass  
Client: Louth County Council

Scale: N.T.S.  
Date: 16/11/07  
Produced by: P Higgins  
Job No: J2041  
Figure No: 1





Irish  
Archaeological  
Consultancy Ltd.

Title: Extract from RMP map  
showing location of Site 107, Donaghmore 9

Project: M1 Dundalk Western Bypass

Client: Louth County Council

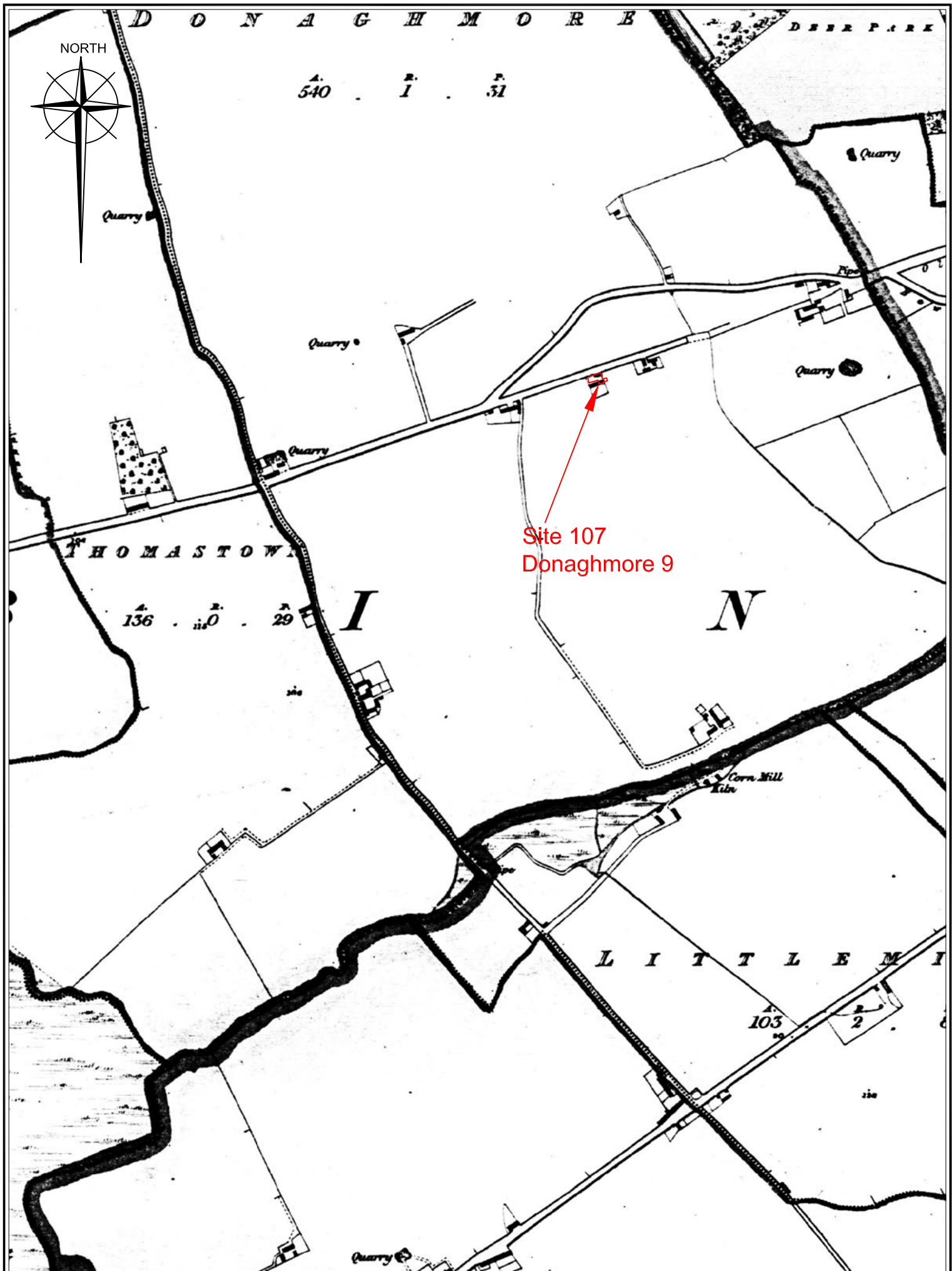
Scale: 1:30000

Date: 16/11/07

Produced by: P Higgins

Job No: J2041

Figure No: 2



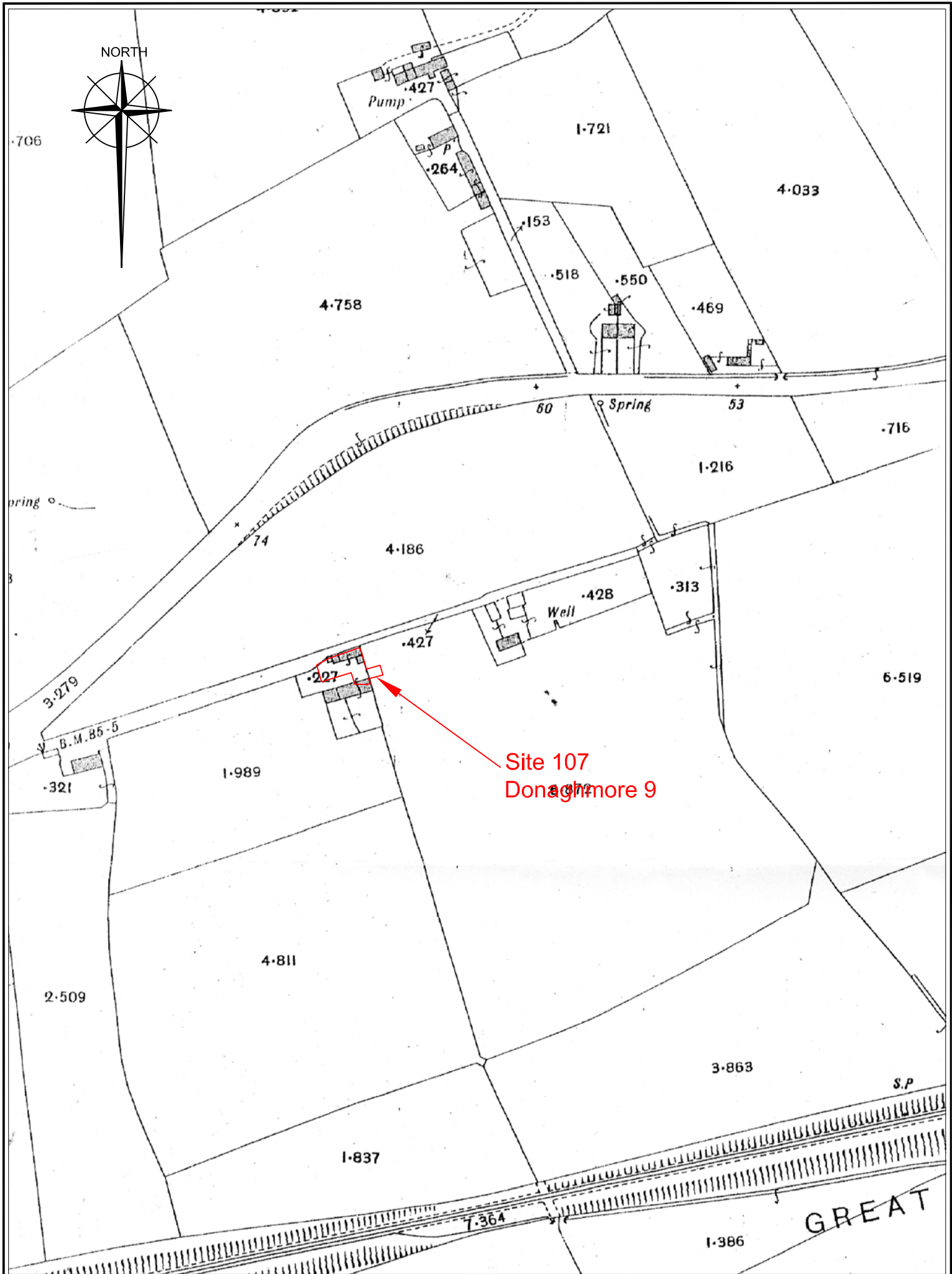
Site 107  
Donaghmore 9



Irish  
Archaeological  
Consultancy Ltd.

Title:	Extract from first edition OS map (1835) showing location of site
Project:	M1 Dundalk Western Bypass
Client:	Louth County Council

Scale:	N.T.S.
Date:	27/11/07
Produced by:	P Higgins
Job No:	J2041
Figure No:	3

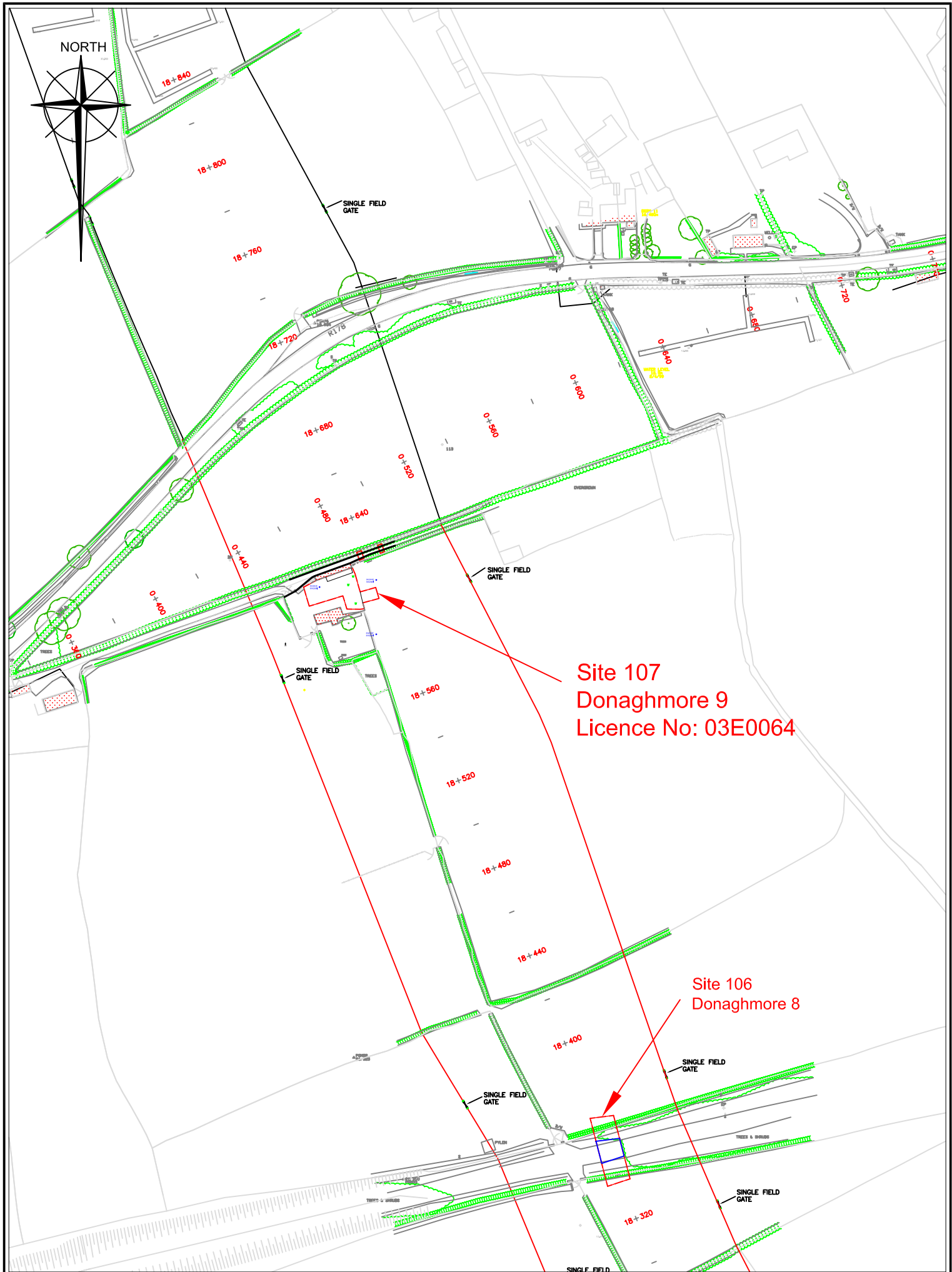


Irish  
Archaeological  
Consultancy Ltd.

Title: Extract from OS map (1939) showing location of site  
Project: M1 Dundalk Western Bypass  
Client: Louth County Council

Scale: N.T.S.  
Date: 16/11/07  
Produced by: P Higgins  
Job No: J2041  
Figure No: 4





Irish  
Archaeological  
Consultancy Ltd.

Title: Location of site within the  
Dundalk Western Bypass Road Scheme

Project: M1 Dundalk Western Bypass

Client: Louth County Council

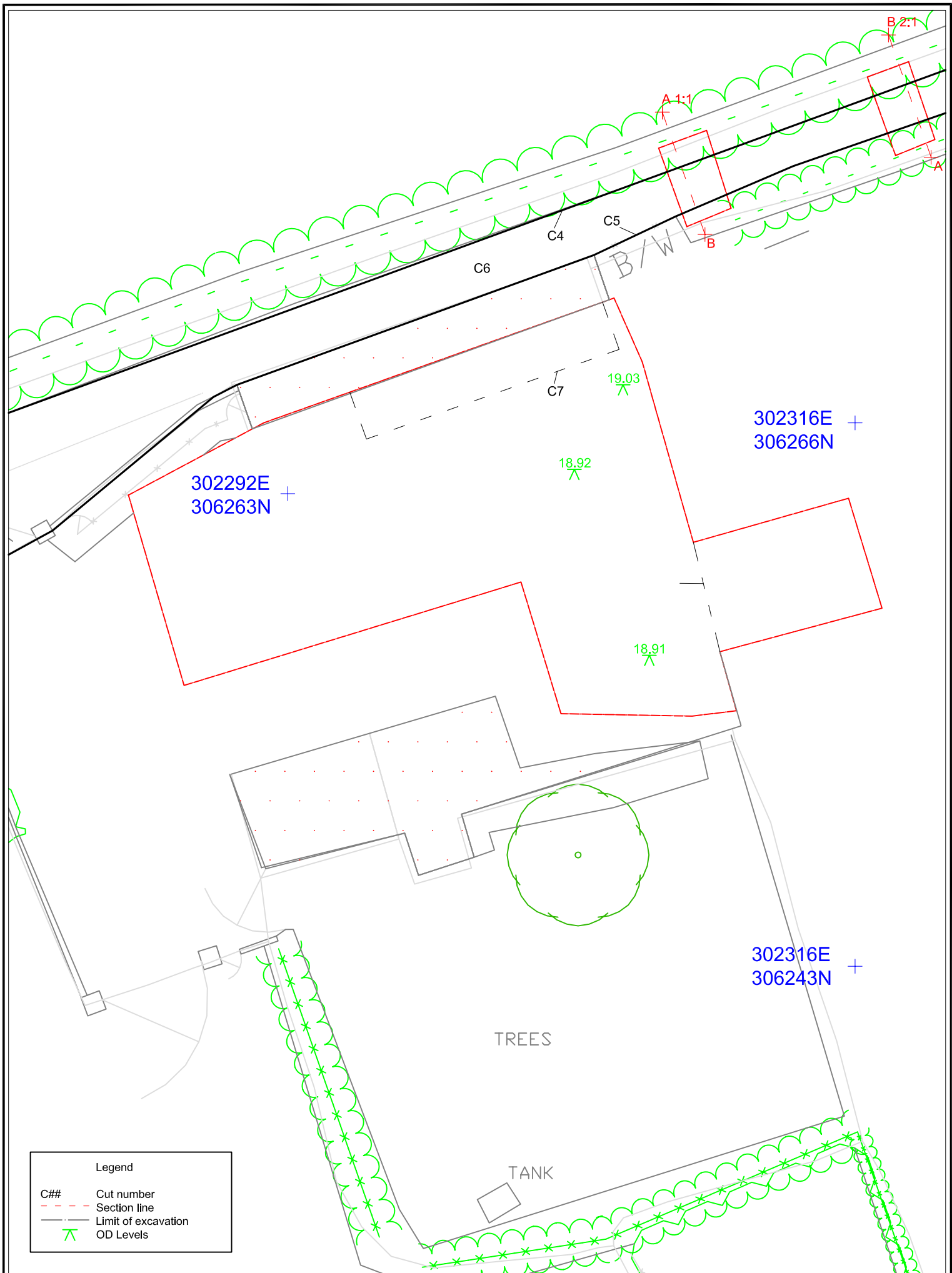
Scale: 1:2000

Date: 26/11/07

Produced by: P Higgins

Job No: J2041

Figure No: 5



Legend

C## Cut number

- - - Section line

— Limit of excavation

X OD Levels



Irish  
Archaeological  
Consultancy Ltd.

Title: Post Excavation Plan & Location of Site 107 Donaghmore 9  
within the Road Scheme

Project: M1 Dundalk Western Bypass

Client: Louth County Council

Scale: 1:200

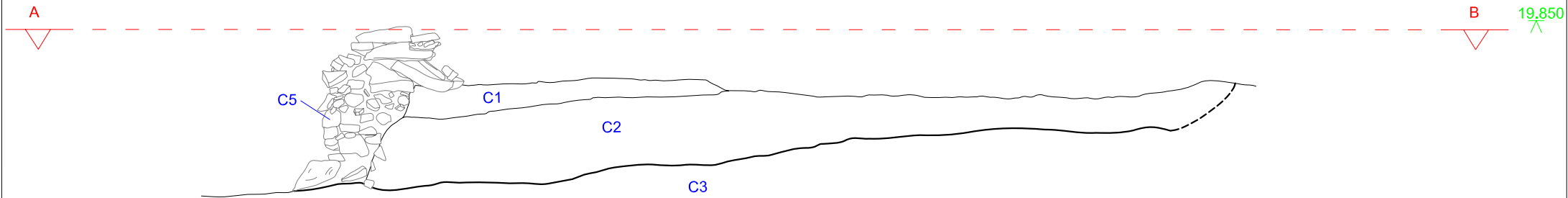
Date: 17/11/07

Produced by: P Higgins

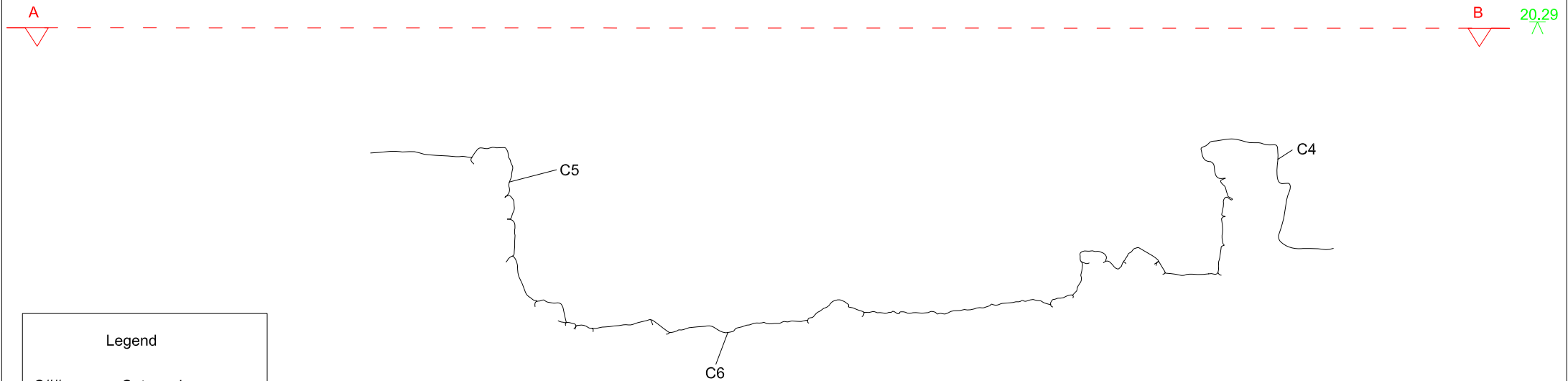
Job No: J2041

Figure No: 6

Donaghmore 9  
East Facing Section #2:1 of post-medieval Dundalk to Carrickmacross road




Donaghmore 9  
West Facing Profile #1:1 of post-medieval Dundalk to Carrickmacross road




Legend

C##

C##



###.##



Cut numbers

Fill Numbers

Stone

Reduced Levels



Irish  
Archaeological  
Consultancy Ltd.

Title: Section through post-medieval road (Group 2)

Scale: 1:20

Project: M1 Dundalk Western Bypass

Date: 16/11/07

Produced by: P Higgins

Client: Louth County Council

Job No: J2041

Figure No: 7

## PLATES



Plate 1 – Overhead view of Site 107, Donaghmore 9, facing east (Studiolab)



Plate 2 – Terraced field to the east of the farm buildings





Plate 3 – Excavated trench across post medieval road, facing east

## APPENDIX 1: CONTEXT INDEX:

C	Area	Fill of	Filled by	Interpretation	Description
1	D9	N/A	N/A	Topsoil	
3	D9	N/A	N/A	Natural	
4	D9	N/A	N/A	Stone wall	Poorly constructed dry stone wall bordering lane to S
5	D9	N/A	N/A	Stone wall	Poorly constructed dry stone wall bordering lane to N
6	D9	N/A	N/A	Track way	0.2m of sandy gravel lying on natural
7	D9	N/A	8	Cut of house foundation	Not fully excavated, but exposed 4.66L 1.5mW, orientated E-W
8	D9	8	N/A	Fill of house foundation	Not fully excavated, but exposed 4.66mL, 1.5mW, orientated E-W.
10	D9	N/A	N/A	Spread	Spread of burnt material containing pieces of metal and cockle shell. Recent in origin. Located S of [7]
12	D9	N/A	N/A	Spread	Spread of burnt material cockle shell. Located SE of [7] & (10)
14	D9	N/A	15	Farmyard wall foundation	Linear cut of probable wall foundation, not fully exposed but probably created an eastern enclosing element to the farmyard
15	D9	14	N/A	Fill of wall foundation	Stone built wall only partially exposed. Probably formed eastern enclosing element of farmyard