



M1 DUNDALK WESTERN BYPASS

SITE 129: HOUSE AT FAUGHART LOWER
CHAINAGE 25.800
NGR: 305666 / 310832

FINAL REPORT

ON BEHALF OF
LOUTH COUNTY COUNCIL and the
NATIONAL ROADS AUTHORITY

PREPARED BY SHANE DELANEY MA

MARCH 2005

Non Technical Summary

Irish Archaeological Consultancy Ltd. (IAC Ltd.), funded by Louth County Council and the National Roads Authority, completed a building survey in the townland of Faughart Lower c. 2km north of Dundalk in advance of the construction of the 8.5km M1 Dundalk Western Bypass (main chainage 17.100 – 25.600). The survey was carried out to ensure all building remains were preserved by record in advance of groundwork.

The building had been flagged up, as it is due to be demolished to make way for the construction of the proposed motorway. Initial map search showed that there is no building in this location on the 1835 OS survey. The 1939-40 revision of 1908-9 OS shows a small group of buildings in this location but detail examination shows they have a very different layout to the present group. Due to the differences in layout and decorative features within the extant building, it is suggested the present building is a rebuild of the 1950's.

The present building consists of a slate roofed bungalow c.17m x 6m orientated north to south, located on the western side of the Faughart Road R97. The building lies in a small, walled/fenced 'garden area' c.30m x 21m, which in turn lies within a paddock 135m x 43m. The east facing façade of the main building contains a central doorway with two bays on either side. There are two chimneys of red brick and most of the windows are modern pvc. Internally there are three equal sized rooms and a narrow hall behind the front door. An additional toilet room has been added to the southern part of the east facing façade.

A number of obviously modern sheds/outbuildings are associated with the main building. The building was recorded on the 10th October 2003. Nothing of obviously intrinsic interest was noted within the building or grounds.

Also surveyed at this time was a length of the R97 Faughart Road (the 17th- 18th century Gap of the North Road from Dundalk to Jonesborough), a single, large masonry gatepost (1.3m high x 1m diameter, probably associated with the Faughart House estate), and a 19th century OS benchmark carved onto a large boulder.

Acknowledgements

The author would like to thank:

Niall Roycroft, Project Archaeologist, National Roads Design Office, Navan.

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Geraldine Fitzpatrick and Michael Nolan, NRA

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1 Introduction

This document provides comment and analysis on a survey carried out in the townland of Faughart Lower (Site 129), c.2km to the north of Dundalk, Co. Louth as part of an archaeological mitigation program associated with the Dundalk Western Bypass (DWB). The fieldwork survey was carried out by Shane Delaney of Irish Archaeological Consultancy Ltd. (IAC Ltd.) and was funded by Louth County Council and the National Roads Authority.

1.1 Site location

The house and various features surrounding it is located in the townland of Faughart Lower, the house faces to the east (oriented N/S) onto the Faughart Road (R97), c. 2km north of Dundalk (Louth OS sheet 004). The building is located on flat ground with a rectangular paddock to the rear. This paddock was surrounded with mature hedges. The site is:

- Site 129, route chainage (Ch) 25,800, NGR 305666 / 310832
- The site is at 12m OD.

The ground to the rear of the building was tested by IAC Ltd. in September 2003 (Linear Excavation Licence 02E0658, Shane Delaney). Nothing of archaeological significance was recorded there.

1.2 The scope of the project

General

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

As currently understood, the Dundalk Western Bypass – Northern Link will connect the existing Dunleer-Dundalk Motorway, presently terminating 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 is presently 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. In September 2003 the stretch from Ch25,950 - Ch26,350 was made available and was tested.

Therefore the archaeological potential of the route represents a distance of 9.25km (Ch17.100 – 26,350). The route corridor varies between 60m and 200m (not including side roads) and is on average 100m wide. The archaeological site area is thus approximately 90 hectares.

Specific

The building (Site 129) is located at Ch25.800.

1.3 Circumstances and dates of fieldwork

The survey was undertaken to offset the adverse impact of the proposed road construction by recording the site in order to preserve it by record. It was agreed in advance that adequate funds to cover the survey and further report production would be made available by Louth County Council.

1.4 Original research aims

The Specification drawn up by the Project Archaeologist and approved by *Dúchas* was issued in July 2002. The Specification contained the following reference to the site:

Site 129: Farm Ch25.800

Summary

Farmhouse and grounds that appear to be of relatively recent construction. No buildings appear on the 1837-8 map but some are clearly illustrated on the 1910 OS map. A brief photographic record and associated text should suffice for recording these structures.

Specification

- Photographic survey and brief assessment of the various buildings in the farm complex. No structures are marked in this location on the 1837-8 OS map but they are here by 1910.
- To the north of this farm, on the south-west corner of the junction with a road leading to a bridge through the railway embankment is an Ordnance Survey Benchmark (marked on the 1910 OS map). This stone needs clearing of vegetation and a photographic record made.

Site specific questions

- 1 What was the original form of the farm and how much has it altered through time?
- 2 It was subsequently decided to include a survey of the Faughart Road (R97) and a large, cylindrical masonry gate pier to a field on the Faughart House estate.

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 north end of Dundalk Bay and is the administrative centre of County Louth, the northernmost county in 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 outcrops (Gosling 1993, 237). 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 after the last glaciation.

At the time of the earliest habitation in Ireland (Early Mesolithic period: c.6000BC), the sea submerged the area of the town to a depth of 4-5m, although it continued to retreat to its present level until 2500BC, replacing the submerged area with salt marshes and tidal flats. At various stages from the 17th century onward, these areas were improved by reclamation projects.

The proposed route for the Dundalk Western Bypass–Northern Link was designed so it avoids the major archaeological monuments in the vicinity. However, this is a particularly rich archaeological landscape and many more archaeological sites survive below topsoil than are visible (or known) above it. The strong tradition of arable agriculture in the locality has been largely responsible for this situation.

2.1 Post-medieval (1700-1900)

Post-medieval remains identified in the study area relate to houses, farmsteads and industrial structures, mills (including millraces) and kilns. A mill and associated race occur near to the Castletown-Kilcurry River confluence. A quarry for limestone is situated to the north of the corridor. Small scale extraction cuts are also known sunk into natural rock outcrops such as the one at Ch19,200. Single house/farm sites are visible throughout the study area.

Site specific

Initial map search showed that there is no building in this location on the 1835 OS survey. The 1939-40 revision of 1908-9 OS shows a small group of buildings in this location but detail examination shows they have a very different layout to the present group. Due to the differences in layout and decorative features within the extant building, it is suggested the present building is a rebuild of the 1950's.

3 Statement on Field Work

3.1 Introduction

The building survey at Faughart Lower was undertaken as part of the archaeological mitigation for the M1 Dundalk Western Bypass. The survey was carried out on 10th October 2003.

3.2 Geology, topography and landscape

Geology and topography

The DWB in this area crosses a zone of prime agricultural land, with soils in the category of 'Wide Use Range' being very suitable for grassland and tillage enterprises. In general terms the ground conditions comprise typically 3m to 5m of glacial till over Bedrock. The glacial nature of the sand and stone-strewn natural subsoil ensures the area is well drained. Bedrock consists of Silurian siltstones, mudstones and sandstones, and locally Dinatian limestone.

Landscape

The building and associated features (OS benchmark, gate pier and road) are located in Faughart Lower townland, along the Faughart Road (R97), c. 2km north of Dundalk (Louth OS sheet 004). The building is oriented roughly north – south and faces east onto the road (on the west side of road). The site location is generally flat and a paddock was located to the rear of the structure. A low wall separated the house and buildings from the road.

3.3 Survey of features on Old Faughart Road

3.3.1 House

The site consists of a number of separate buildings and structures. The main house building is not given an individual number however the external buildings are referred to as Buildings A to E. These buildings are located in a walled area c.30m x 20m lying within a paddock area 130m x 45m. The main house structure is located on the western side of the Faughart Road (R97), separated from it by a low brick wall. A full inspection of the interior could not be carried out as there was no entry to the cottage.

The House Building

The house is indicated on the 1939-40 OS map in approximately the same arrangement running parallel with the Faughart Road. The only exception appears to be with the ancillary buildings. These buildings were generally temporary structures and included a barn and sheds (possibly a dairy or sty structures).

The building had two bays either side of a centrally placed door (with a shallow porch). The house was a single storey; slate roofed domestic building approximately 6m x 17m, orientated north to south. There was a simple pitched roof of smooth slate with gable ends. Red brick chimneys were located on the southern gable end and between the northern two bays. A modern block (2.90m x 3.80m) had been added to the south-east corner of the building and incorporated a toilet.

The exterior walls were pebble dashed front and sides, with smooth plaster on the rear wall. The front door and windows (except for the south-eastern window) were of modern PVC. There were only two windows to the rear and these were timber framed.

Internally, there were three roughly similar sized rooms, with a narrow hall just off the front door. The room to the south was used as a kitchen and tiles were evident on the southern internal wall surrounding an area where a solid fuel stove was once positioned. This room appeared to have been used as a living kitchen cum living room. The two rooms to the north were used as bedrooms. The ceilings were of panelled board with a low attic above. The southern fireplace had been blocked off to act as a flue for the solid fuel burner and the northern chimney serviced hearths for the two northern rooms. These northern fireplaces were tiled and typically '1950's' in character. There was nothing of architectural importance within the building.

Buildings 2 and 3

Two sheds, Buildings B and C, were located to the north-east of Building 1. The closest shed to the house (Building B, 3.90m x 5.78m) was constructed of timber plank walls resting on a footing wall of stone and breezeblock. This was roofed with corrugated iron sheeting. The second shed (Building C, 3.40m x 3.89m) to the north comprised mortared stone walls and a corrugated roof. It appeared most recently to have been used as a byre. The two buildings were connected by a small, walled yard. In this yard were a number of struts from the roof frame of a barn. .

Buildings E and A

A mortared stone wall ran along the front of the south-eastern corner of Building 1 where a modern concrete block garage (Building E, 5.30m x 6.50m) had been built. A barn (Building A, 5.40m x 4.90m) was located directly to the rear of cottage. This comprised timber plank walls, resting on a footing wall of bricks and breezeblocks. The roof was made of corrugated tin panels.

Building D

An external latrine is located to the south-west of the cottage and is built of breezeblock construction with a metal roof. There were no other structures of note.

3.3.2 Gate Pier

Directly across the Faughart Road from the farm (to the east) was a gate with one pier on the southern side (the northern pier was missing). This pier was 1.3m high, with a diameter of 1m. It was of cylindrical design, comprising roughly coursed mortared, rough-hewn stone. This form of monumental stone gatepost is not unusual for the area. This gate pier is probably associated with the Faughart House estate, which mainly dates from the 18th and 19th centuries.

3.3.3 County Road

County Road R97, also known as the Faughart Road, branches off the N1 Newry Road and follows a straight line across the landscape. The Faughart Road is the old Gap of the North road to Jonesborough and was probably laid out in the 17th or early 18th century, consolidating the line of an ancient routeway. The Faughart Road, as the main highway to the north, had been overtaken by the N1 Newry Road by the time of the 1835 OS survey.

The Faughart Road is bordered on both sides by stone walls (or stone revetted banks), beneath thick overgrowth. There is a 4m apron from the wall to the road on the eastern side, and a 5m apron on the western side (generally). The eastern side featured a ditch, 2m wide x 0.70m deep. The surface of the road was tarmac.

3.3.4 OS Benchmark Boulder

A boulder with an incised benchmark was situated approximately 65m along the Faughart Road to the north of the farm, on the junction of the R97 and the road leading west to the railway embankment. It is marked on the 1910 OS map where it is given a height of 48.6 feet.

4 Quantification and Assessment

All photographs have been cross-referenced and indexed.

In total Site 129 House at Faughart Lower produced

Site plans and sections	2
Site diary/notes	1
Images colour (print)	c. 32 CP

Work to be undertaken at the next stage of analysis:

None

5 Potential of the Data

5.1 Realisation of the original research aims

This section examines the extent to which the survey reveal how the original research aims have been or can be answered.

Original Research Questions (**ORQ**) were prepared after the results of testing. The following is the Original Research Question relating to Site 129 and Response (**R**).

Site 129, House at Faughart Lower

1. (ORQ): What was the original form of the farm and how much has it altered through time?

(R): The farm as surveyed seems to indicate a construction of around the middle of the 20th century. This is borne out by map evidence from the 1939-40 Revision of the 1908-9 OS survey, where a group of buildings at the location of Site 129 show slightly different ground plans and forms to those extant today. Generally they show the main house building (building to the south) in the same location running parallel with the road.

The 1939-40 OS Revision shows three buildings on the site, the northern two encompassed within a walled 'garden area'. This 'garden' and the two northern buildings have since been removed. The southern building, as marked, is likely to be the present cottage structure, or has incorporated some aspects of the building on the OS map. Since the 1939-40 OS Revision the surrounding buildings have been added to with construction of a breeze block garage to the south and the the long building to the north had been reduced to two smaller structures.

It can therefore be stated that the present cottage structure dates from the middle of the 20th century (all or in part). If there is any part of cottage structure that dates prior to than the middle of the 20th century even this will be of late 19th century date. The associated structures and additions all date to the later 20th century.

6 Significance of the Data

Period; Post-medieval Period/20th century.

Rarity; This is a twentieth century house/farmstead. It is a standard three room cottage bungalow, max. 17m x 6m and, as such is a very common building type.

Documentation; No buildings are recorded at this site on the 1835 OS Survey. A group of three buildings are illustrated on the 1939-40 Revision of the 1908-9 OS Survey, but these are clearly not the buildings that survive today. The present buildings have been surveyed as part of the M1 Dundalk Western Bypass Detail Survey.

Group value There is nothing unusual about the house, its location or association with other buildings in the area.

Survival/Condition; The house was lived in up until 2003. However, it had gone out of use as a farm.

Fragility/Vulnerability; Subject to the M1 Dundalk Western Bypass.

Diversity; The site appears to represent the development of a small holding from farming to primary housing function.

Potential; The house holds no potential for further study.

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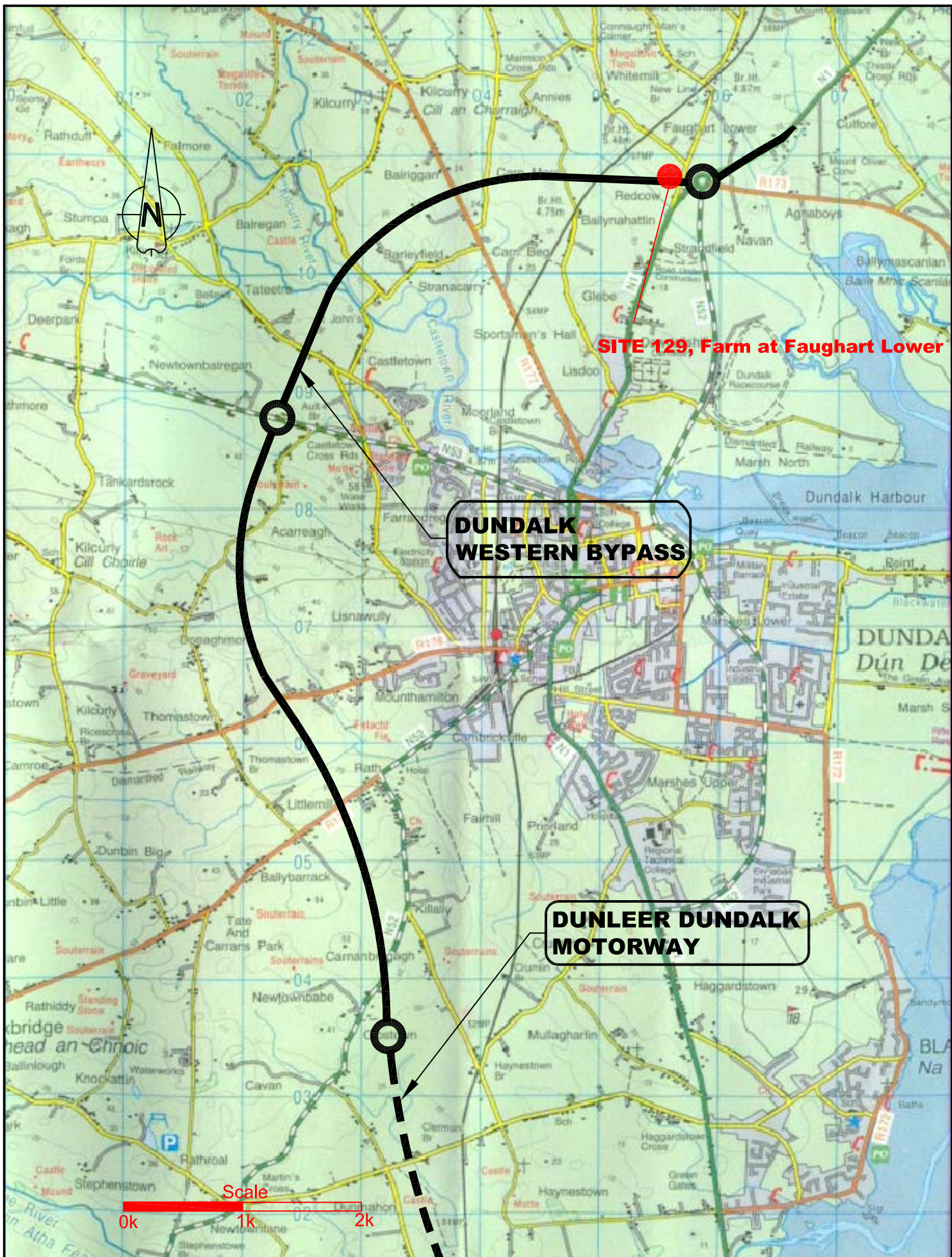
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Project: M1 Dundalk Western Bypass		Title: Site Location - Site 129, Farm at Faughart Lower	
Date: 20 - 07 - 04	Scale: As shown	Client: Louth County Council	Figure 1

NORTH



LH007:001 - Archaeological Complex

LH007:094 - Bellew's Bridge

Tateetra Road

LH007:009 - Cist

Mill Race Scotch Green Lane

St John's Well

standing stone

LH007:024 - souterrain

LH007:025 - souterrain

LH007:025 - souterrain

LH007:029 - souterrain

LH007:102 - rock art

LH007:100 - cist

LH007:030-31 - Ringfort + stone

Grey Acre Road

LH007:032 - stone

LH007:033 - souterrain

LH006:060 - 2 x souterrains

LH007:106 - souterrain

LH007:058 - crannóg

LH007:059 - souterrain

LH007:060 - cemetery

LH007:063 - souterrain

LH007:064 - fulacht fiadh

LH007:062 - ringditch

Mill on 1845 OS

LH007:071 - Souterrains

LH007:072 - enclosure, souterrains, art, ogham, church, metalworking

LH007:074 - Ringfort

LH007:077 - cemetery

LH007:075 - souterrain

LH007:111 - souterrain

LH007:108 - souterrain

LH004:051 - Ringfort

LH004:060 - Church

LH004:086 - Enclosure

LH004:067 - Ringfort

Doylefort Road

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LH004:061 - Ringfort

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Farm
Site 129

Legend

- Dundalk Western Bypass Route
- IAC excavated sites
- RMP sites

0 Km

1 Km

Title: Site location with RMP sites shown

Project: M1 -Dundalk Western Bypass

Client: Louth County Council

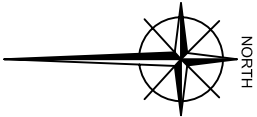
Scale: 1:30000

Date: 08/11/04

Produced by: A Corcoran

Job No: J2041

Figure No: 2



NORTH

Site 129, Farm

CPO Line

CPO line

Site extent

305675.0E
310860.0N

305730.0E
310860.0N

Site 130, Faughart lower 4

305730.0E
310810.0N

Bench Mark

R97



Scale



Irish
Archaeological
Consultancy Ltd.

Title: Site 129, Farm, benchmark and gate pillar
Project: M1 Dundalk Western Bypass
Client: Louth County Council

Scale: 1:1,000
Date: 23/09/04
Produced by: Ken Russell
Job No: J2041
Figure No: 3



Plate 1 – Site 129, house on the Faughart Road, looking southwest



Plate 2 – Site 129, house at Faughart Road, looking west



Plate 3 – Site 129, house at Faughart Road, garage (building E)



Plate 4 – Site 129, house at Faughart Road, gate looking west



Plate 5 – Site 129, house at Faughart Road, rear of building looking south



Plate 6 – Site 129, house at Faughart Road side door off bathroom annex



Plate 7 – Site 129, barn (building A) to the rear of the cottage looking south



Plate 8 – Site 129, breeze block garage (building E) south of house



Plate 9 – Site 129, ruined shed to the north east of cottage (building C)



Plate 10 – Site 129, shed immediately north of gate (building B)



Plate 11 – Site 129, roof beams from removed barn



Plate 12 – Stone bench mark at junction with Faughart Road