

Final Archaeological Report for Monitoring at M1 Dundalk Western Bypass, Co. Louth

**Acarreagh, Ballybarrack, Ballynahattin, Balregan, Balriggan, Carn Beg,
Carn More, Donaghmore, Faughart Lower, Littlemill, Navan,
Newtownbalregan, Red Cow, Strandfield, Tankardsrock, Tateetra**

**Monitoring Licence Number: 04E0335
NGR: North 3058/3108; South 3029/3049
ÆGIS reference: 255-1.18**



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**On behalf of:
the National Roads Authority through Celtic Roads Design Group Dundalk
Ltd & Dundalk Joint Venture**

October 2005

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STATUTORY BODIES:	Archaeological Planning and Licencing Unit, National Monuments Section, DoEHLG The National Museum of Ireland

PLEASE NOTE...

That the archaeological recommendations, mitigation proposals and suggested methodology followed in this report were first formulated and approved by the National Roads Authority Project Archaeologist Niall Roycroft, prior to the commencement of the archaeological dimension of the project.

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Contents

	page
I. List of figures, plates & tables.....	4
II. Abstract.....	6
1. Introduction	7
1.1 Project Personnel	
1.2 Location	
1.3 Methodology	
1.4 Archaeological sites along the route	
2. Archaeological Monitoring	14
3. Metal Detection	26
4. Archaeological Excavations	44
5. Discussion	56
6. Conclusions	58
7. Project References	59
8. Signing-Off Statement	60
9. Archive Index Sheet	61
10. Appendices	62

I. List of Figures & Plates

FIGURES (CAD drawings supplied by Project Archaeologist, with additions)	<i>page</i>
1. Location of DWB (OS Discovery Series sheet 36)	8
2. RMP constraint map (OS sheets 4 and 7)	9
3. Location of DWB (north to top)	28
4. Land stripped between CH17100 and CH18000	29
5. Land stripped CH18000 and 19360	30
6. Land stripped between CH18000 and CH19360	31
7. Land stripped between CH19360 and CH20320	32
8. Land stripped between CH20480 and CH20960	33
9. Land stripped CH20960 and CH21320	34
10. Land stripped between CH21320 and CH21920	35
11. Land stripped between CH21920 and 22800	36
12. Land stripped between CH22800 and 24800	37
13. Land stripped between CH24800 and CH25600	38
14. Land stripped between CH25600 and 26600	39
15. Land stripped between CH25600 and 26600	40
16. Plan of site 133 with earlier trough [c3] and circular feature [c5]	45
17. Site 134, post excavation plan of site at Faughart Lower 6	47
18. Plan of souterrain with capstones on, Tateetra, site 135	50
19. Site 136, [c3] at CH17580, post excavation	52
20. Site 136, CH20020, [c5] post excavation	52
21. Site 136, plan of features [c7] & [c9] at CH22260, post excavation	52
22. Site 136, CH25950, [c11], post excavation	53
23. Site 136, CH26060, [c13] & [c15], post excavation	53
24. Site 137, north facing section of cist	55
25. Site 137, plan of cist interior showing location of skeleton and pot	55
 PLATES:	
1. CH17360, topsoil stripping with dozers, from south	41
2. CH19100, stripping with excavator, south of stream, from west	41
3. CH19940, stripping with bulldozer for slip road to Grey Acre road, from southwest	41
4. CH20700 stripped area to stream, from southeast	41
5. CH21500 patchy ground conditions in stripped field, north of the Castleblaney road, from southeast	41
6. CH22740, haul road stripping south of Scotchgreen road, from north	42
7. Redirected mill race (supplied by N. Roycroft)	42
8. Scotch green tree ring, intact post road construction (supplied by N. Roycroft)	42
9. CH23360, stripping with dozer on southeast side of Fort Hill, from west	43
10. CH25000, excavation at Carn More, from east	43
11. CH25700 stripped area west of Faughart road, from east	43
 TABLES:	
1. IAC excavated sites	10
2. List of RMP sites adjacent to route sections	11
3. List and location of sites excavated by Aegis Archaeology Ltd	12
4. Correlation of all archaeological sites from different contracts within route sections	13
5. Cut-Fill relationship along the route (supplied by N. Roycroft)	24

6. List of context descriptions from excavation at site 133, Newtownbalregan	45
7. List of context descriptions from excavation at Site 134, Faughart Lower	46
8. List of context descriptions from excavation at Site 135, Tateetra	49
9. Location of isolated monitoring features, Site 136	51
10. List of context descriptions from Site 136	51
11. List of context descriptions from excavation at Site 137, Carn More	54

1. Abstract

The archaeological monitoring of the M1 – Dundalk Western Bypass (DWB) was funded by Celtic Roads Design Group Dundalk Limited (CRDG) under the Dundalk Joint Venture (DJV). The project was a public private partnership agreement with the National Roads Authority (NRA).

This project incorporated the monitoring of the construction of the M1 – Dundalk Western Bypass (DWB) which connects the existing Dunleer-Dundalk Motorway and terminates in the area around the Ballymascanlon Roundabout. This represents c.9.69km of roadway. The route crossed sixteen townlands (Acarreagh, Ballybarrack, Ballynahattin, Balregan, Balriggan, Carn Beg, Carn More, Donaghmore, Faughart Lower, Littlemill, Navan, Newtownbalregan, Red Cow, Strandfield, Tankardsrock, Tateetra) between chainage 17100 (NGR 3029/3049) and chainage 26600 (NGR 3058/3108).

The route of the M1 Dundalk Western Bypass (DWB) was subject to a number of Archaeological Impact Assessments by Valery J. Keely Limited in 1993, 1999 and 2000. Four areas were subject to geophysical Survey by GSB Prospection in 2001. A test-trenching programme was then undertaken by Irish Archaeological Consultancy Limited (IAC) in 2002 and archaeological sites identified during the testing were subject to excavation by IAC in 2003. The archaeological monitoring was undertaken by Aegis Archaeology Limited in 2004 and 2005. The monitoring was undertaken to ensure that all archaeological remains not identified in the test trenching stage of the project were preserved by record or *in situ* in advance of construction.

All works were undertaken as per the agreed method statement submitted to and agreed by the National Monuments Section of the Department of the Environment, Heritage and Local Government in consultation with the National Museum of Ireland, as part of the licence application for monitoring 04E0335 and metal detection 04R040.

Four archaeological sites were uncovered during the monitoring and excavated along the scheme at the townlands of Newtownbalregan (licence No. 04E0811), Faughart Lower (Licence No. 04E0817), Tateetra (Licence No. A010/001) and Carn More (Licence No. A010/002). Reports detailing the results have been submitted to the project archaeologist (Hayes 2004g; Hayes 2004h, Hayes 2005b & Hayes 2005c). Five areas along the route containing isolated features were excavated under the monitoring licence and the results of these excavations were subject to a separate report (Hayes 2004i). Post excavation analysis is currently underway on all excavated sites. This process will provide a fuller understanding of the date and use of each site. This information, should when added to previously excavated sites along the route, provide an insight into the development of human settlement in this region from prehistoric to early medieval times.

1. Introduction

This report outlines the archaeological monitoring of the entire topsoil strip for the M1 Dundalk Western Bypass, March 2004 – February 2005.

Four archaeological sites were uncovered during the monitoring and excavated along the scheme at Newtownbalregan (04E0811), Faughart Lower (04E0817), Tateetra (A010/001) and Carn More townlands. Reports detailing the results have been submitted to the project archaeologist (Hayes 2004g; Hayes 2004h and Hayes 2005b). Five areas along the route containing isolated features were excavated under the monitoring licence and the results of these excavations were subject to a separate report (Hayes 2004i).

This report contains results of monitoring undertaken along the M1 DWB from March 2004 to February 2005. There are no further areas to be stripped as part of this project and this concludes the on site archaeological dimension of the project.

Two qualified archaeologists were present during all topsoil stripping described below (section 2.1). Graphic representation of the results can be seen in figures 4-15. These maps are for indication only and show general locations of works undertaken.

1.1 Project Personnel

ASCON LTD	AEGIS ARCHAEOLOGY LTD
John Lucey – Site Manager Colm O'Connor – Design Manager Jack Curley – Site Agent	Frank Coyne-Project Manager Avril Hayes-Licence Holder
NRA Niall Roycroft – Project Archaeologist	

1.2 Location (figs 1-15; plates 1-9)

The Dundalk Western Bypass is located to the west of Dundalk town. It extends from the northern end of the Dunleer-Dundalk motorway to the southwest of the town and rejoins the Newry road north of the Ballymascanlon roundabout (9.5km long). The route crosses sixteen townlands: Acarreagh, Ballybarrack, Ballynahattin, Balregan, Balriggan, Carn Beg, Carn More, Donaghmore, Faughart Lower, Littlemill, Navan, Newtownbalregan, Red Cow, Strandfield, Tankardsrock and Tateetra.

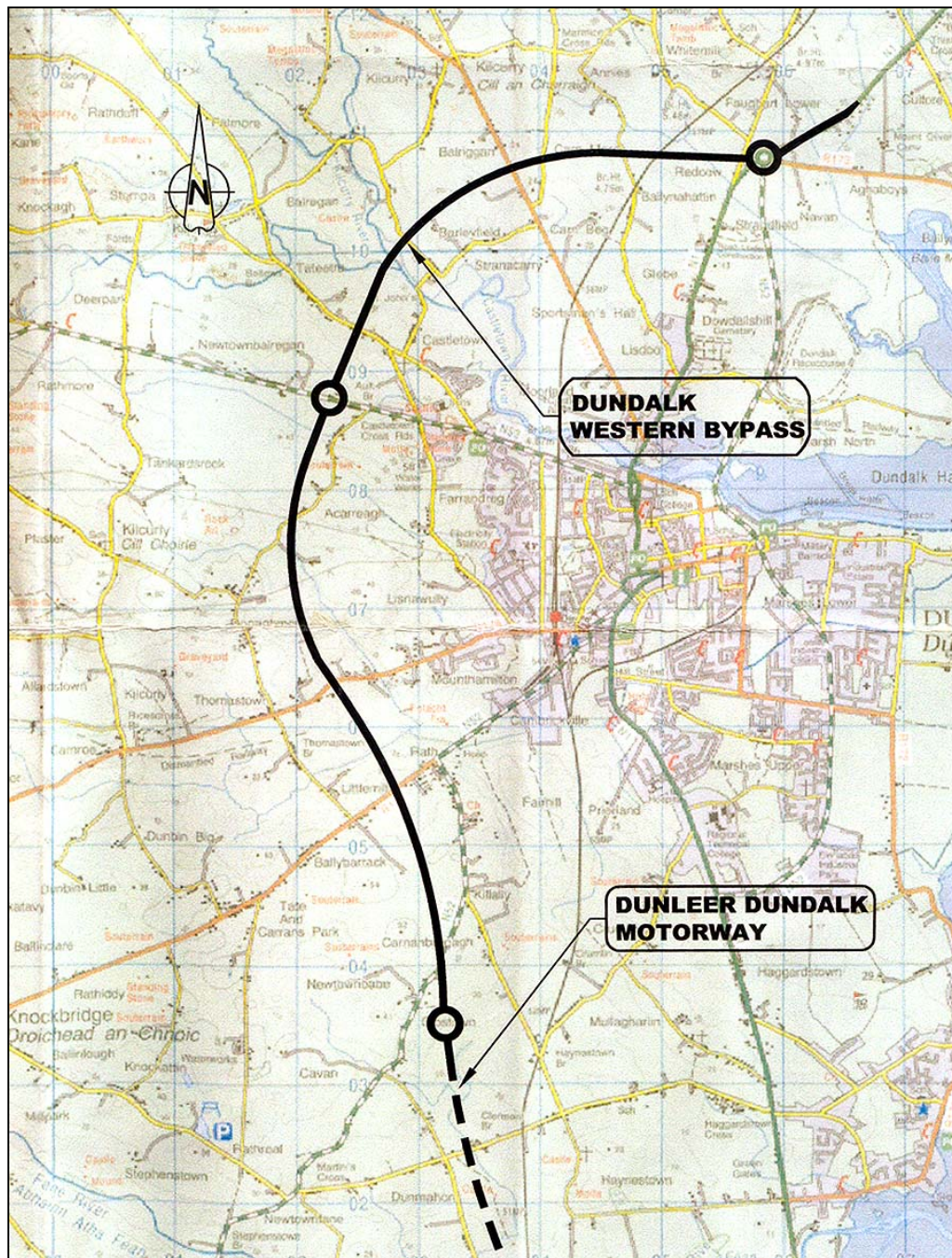


Figure 1. Location of DWB (OS Discovery Series sheet 36) with additions

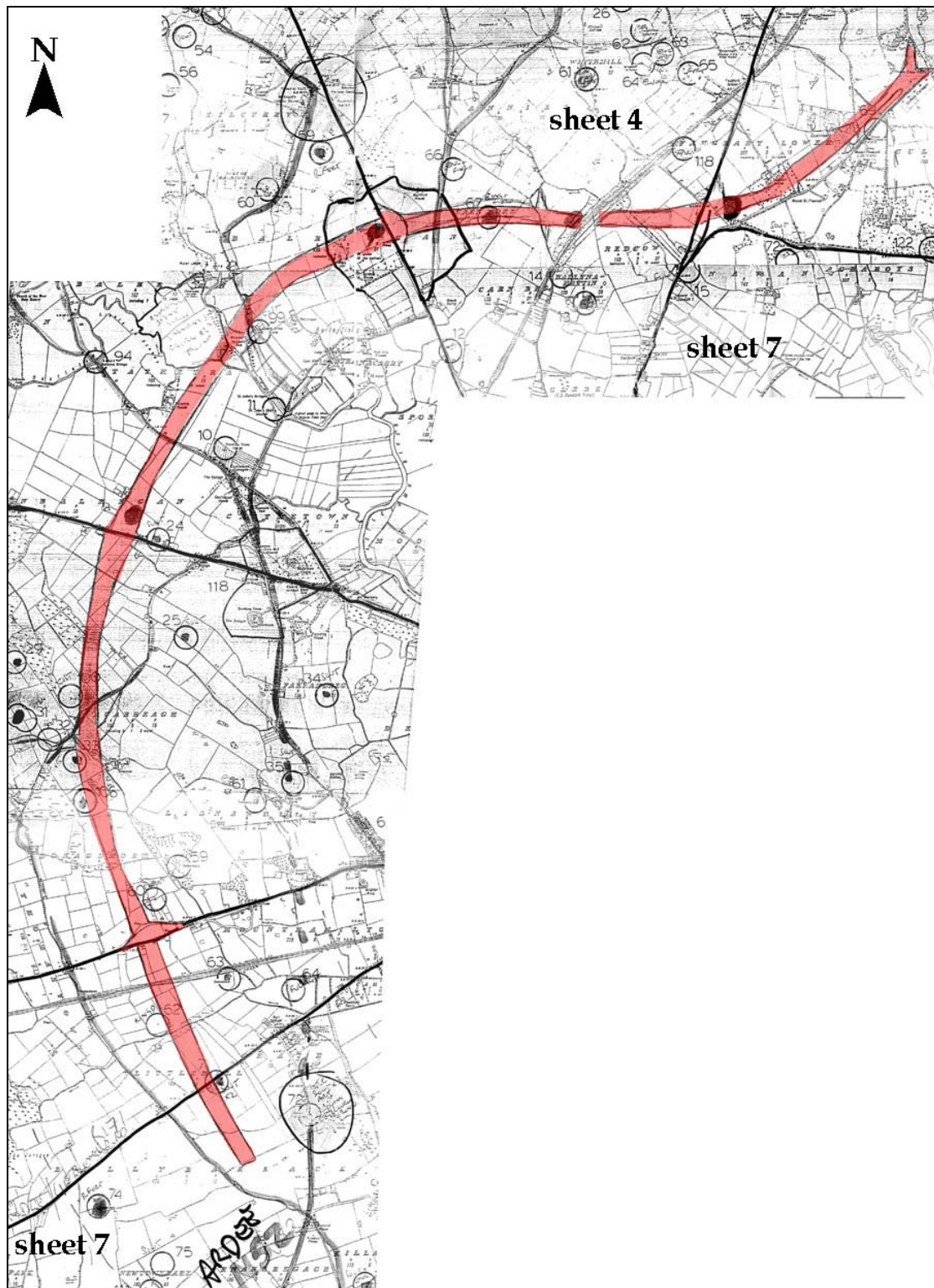


Figure 2. RMP constraint map (OS sheets 4 and 7), with additions

1.3 Methodology

The monitoring was recorded using a combination of notes, photographs and monitoring recording forms. Stripped areas are described in section 2 of this report and number coded as per aims set out by NRA project archaeologist (Niall Roycroft). They are:

1. Topsoil only stripped ❶
2. Topsoil and subsoil stripped ❷
3. Areas not monitored ❸
4. Areas not stripped ❹
5. Areas stripped where soil or site conditions prohibited identification of archaeological remains ❺
6. Areas outside CPO: nature of work, monitored or unmonitored ❻
7. Areas with archaeological remains identified and excavated ❼

All works were undertaken as per the agreed method statement submitted to and agreed by the National Monuments Section of the Department of the Environment, Heritage and Local Government in consultation with the National Museum of Ireland, as part of the licence application for monitoring 04E0335.

1.4 Archaeological sites along the route

The following sites were excavated subsequent to the test trenching stage of the project which was undertaken by Irish Archaeological Consultancy Limited (IAC Ltd) and prior to the archaeological monitoring of the topsoil strip undertaken by Aegis Archaeology Limited. The information contained in table 1 was supplied by the NRA project archaeologist. The location of these sites can be seen in figures 4-15. The sites consisted of:

Site Code	Site Name	Description
100	Littlemill 1.3 and 1.4	Neolithic house with pottery and flint
102	Littlemill 2.1 and 2.2	<i>Fulacht fiadh</i> and post-medieval farm house with associated burning activity
103	Littlemill 4 and 5	Neolithic/bronze age pits with pottery
105	Donaghmore 2 and 3	'Priest's House' post medieval house
106	Railway	Part dismantled 19 th century railway
107	Farm & Road	
108	Donaghmore 1	Possible structure with prehistoric pottery and flint
109	Donaghmore 4	Pits with prehistoric pottery
110.1 & 110.2	Donaghmore 5 and 6	
111.1	Newtownbalregan 1.1	Medieval/post medieval oven
111.2	Newtownbalregan 1.2	Prehistoric structure with flint
112	Newtownbalregan 2	Prehistoric settlement? hearth and postholes with polypod pot
	Newtownbalregan 3	Post-medieval quarry pit/written off
113	Newtownbalregan 5	Prehistoric settlement (possibly bronze age) and <i>fulacht fiadh</i>
114	Newtownbalregan 6	Ringfort and souterrain
115	Castletown River	Metal detection 03R055 & diving 03E040

116	Balregan 1	Partial excavation of a ceremonial enclosure, part of LH007-001--- , archaeological complex (cairns standing stones, stone circle & tower house).
117	Kilcurry River	Metal detection 03R056 & diving 03E041
	Balregan 2	Circular terrace
118	Balriggan 5	Mill race
119	Balriggan 3 and 4	Post medieval building (mid to late 19 th century) probably associated with Scotch Green mill
120	Fort Hill	14 th century motte and bailey, 50-60% of which was located within the road take
121	Balriggan 1	Early medieval enclosure with cemetery and industrial area and associated field system. Later 17 th /18 th century landscaping and 19 th /20 th century drainage works
122	Balriggan 7	19 th /20 th century field clearance
	Carn More 2	Pit with burnt bone and charcoal
124	Carn More 1	Part of LH004-067--- , ringfort and souterrain. Prehistoric pits were excavated at the west side of the area stripped around this site
125	Carn More 3	Non archaeological hedge burnings
126	Carn More 4	Field clearance activity
127	Carn More 5	Cist cemetery
128	Faughart Lower 1	Fulacht fiadh and nearby pits
128	Faughart Lower 2	Fulacht fiadh and nearby pits
128	Faughart Lower 3	Fulacht fiadh and nearby pits
129	House at Faughart	Standing building- no licence
130	Faughart Lower 4	Non-archaeological
132	Faughart Lower 5	Late Neolithic/Beaker period pits and pottery

Table 1. IAC excavated sites

A number of Recorded Monuments and Places (RMPs) were located adjacent to or along the route of the M1, Dundalk Western Bypass. The RMPs dated to the late neolithic to bronze age. They include standing stones, cists and especially the archaeological complex **LH007-001---**. RMPs from the early medieval period are also common along the route, e.g. souterrains and ringforts. The following table (table 2) is a list of RMPs located along the different route sections.

Route Section	Adjacent RMPs
17100-18000	LH007-071--- , souterrain located c.50m east of the eastern fence line at CH17640
18000 - 19360	LH007-062--- , Ring ditch located c.50m west of the western fence line at CH18090. LH007- 060--- , Cemetery located c.120m east of eastern fence line at CH18860
19360 - 20320	LH007- 106--- , Souterrain located c.50m west of the western fence line at CH19500 LH007- 033--- , Souterrain located c.50m west of western fence line at CH19840 LH007-032--- , Standing Stone located within 40m northwest of southern Grey Acre slip road fence line at CH19960

	LH007-030--- , and 031 : Ringfort and Standing Stone located c.400m west of the western fence line at CH20080 LH007-100--- , Burial cist located c.80m west of western fence line at CH20160
20480 - 20960	None
20960 - 21320	LH007-025--- , drystone souterrain c. 500m to the east of the eastern fence line at CH20620 LH007-024--- , souterrain c. 80m east of Castleblaney road realignment at CH 21240
21300 - 21920	None
21920 - 22800	LH007-010--- , standing stone, c.250m east of the eastern fence line at CH22000 LH007-001--- , Archaeological Complex of stone circles, standing stones, stone pairs, cairn, henge and tower house located within and immediately west of the western fence line, between CH22480 - CH22600 LH007-099--- , Cist burial located within c. 80m southeast of the eastern fence line at CH22780
22800 - 24800	LH004-067--- , Site 124, Carn More 1 is an enclosure and possible field system that has been bisected by the road take, located outside the southern fence line at CH24500. 50-60% of which has been excavated
24800 - 26500	None

Table 2. List of RMP sites adjacent to route sections

There were four unrecorded archaeological sites excavated by Aegis Archaeology Ltd, as well as a scatter of isolated features along the route. The list and location of these sites can be seen in table 3. The nature of the isolated features excavated along the route is difficult to discern but radio-carbon dates will help to phase the features. The four substantial sites at Newtownbalregan, Faughart Lower, Tateetra and Carn More were more identifiable.

Site No.	Site Name	Chainages	National Grid Refs	Description
133	Newtownbalregan 7; Licence 04E0817	20910	302030/308495	<i>Fulacht Fiadh</i>
134	Faughart lower 6; Licence 04E0811	26400	306206/311037	Cremation cemetery
135	Tateetra 1; Licence AO10-001	22360	302587/309824	Souterrain
136	Monitoring Features, Licence 04E0335 [c3] [c5] [c7] [c9] [c11] [c13] [c15]	17580 20020 22266 22266 25950 26060 26060	302735/305337 301928/307615 302549/309740 302545/309743 305766/310945 305899/310944 305914/310945	Isolated pits at: Littlemill Donaghmore Tateetra Tateetra Faughart Lower Faughart Lower Faughart Lower
137	Carn More 5 ext; Licence A010/002	25040	304884/310870	Stone lined cist with burial

Table 3. List and location of sites excavated by Aegis Archaeology Ltd

Table 4 is a correlation of all archaeological sites found within the route sections as defined by the NRA project archaeologist. There are a number of areas where archaeological monuments can be correlated with each other. For instance, the Aegis site at Littlemill is most probably related to IAC excavation areas (Site 102) in the same area. This is also the case in route section 24800-26500, the Aegis cist (Site 137) site is part of the same cist cemetery excavated by IAC (127). Tentative conclusions can be drawn in certain areas where similarly dated sites were excavated. The excavated sites at Faughart Lower (Site 132 & Site 134) produced similar pottery (Helen Roche pers. comm.) and may have formed a cohesive bronze age landscape in route section 24800-26500. Although located in different route sections the souterrain at Tateetra (Site 135) is located some 800m north of the IAC ringfort and souterrain at Newtownbalregan (Site 114). The *fulacht fiadh* at Newtownbalregan (Site 133) was located just over 100m northeast of Newtownbalregan 2 (Site 112), which was the remains of a prehistoric settlement. It could be that these sites formed different elements within the same community.

Route Section	IAC excavation site codes	RMPs	Aegis excavation sites
17100-18000	Sites 101; 102; 103	LH007-071---	Site 136: [c5] Littlemill CH17580
18000-19360	Sites 105 & 107	LH007-062--- LH007-060---	None
19360-20320	Sites 108; 109; 110.1; 110.2; 131	LH007-106--- LH007-033--- LH007-032--- LH007-030--- LH007-031--- LH007-100---	Site 136:[c7] Donaghmore CH20020
20480 – 20960 (20320 -20480)	Sites 111.1 & 111.2	None	Site 133: Newtownbalregan 7
20960-21320	Sites 113 & 114	LH007-025--- LH007-024---	None
21300-21920	Site 114	None	None
21920 – 22800	Sites 116 & 118	LH007-010--- LH007-001--- LH007-099---	Site 136: [c7] & [c9] Tateetra CH22266 Site 135: Tateetra 1
22800-24800	Sites 124 & Carn More 2 Site 120; 121	LH004-067---	None
24800-26500	Site 127 Sites 128; 130;132	None	Site 136:[c11] Faughart Lower CH25950 [c13] & [c15] CH26060 Site 134: Faughart Lower 6 Site 137: Carn More

Table 4. Correlation of all archaeological sites from different contracts, within route sections

2. Archaeological Monitoring

The following descriptions of work undertaken are broken up into route sections as outlined in Monitoring Specification 'Conclusions' compiled by the NRA project archaeologist (Roycroft 2004a).

The machines used for the topsoil strip on this project were:

- 5 x Cat 631 Scrapers
- 3 x Komatsu D65PX Bulldozers
- 2 CAT LT45007 Bulldozer
- 2 CAT 330 excavators

All stripping was undertaken within the road take and topsoil was stockpiled beyond the road take edge and within the fence line, unless otherwise indicated. The road take width was on average 50m wide.

Chainage 17100 - 18000 (Hayes 2004a; 2004e; 2004f) (figure 4; plate 1)

The two areas of Late Neolithic – Early Bronze Age occupation near the southern end of the route, Sites 101 and 103 seem to be placed to draw water from the spring area at Ch17.600.

The spring area itself was used for fulacht fiadh Site 102 (Roycroft 2000a).

The general topography of this area consisted of undulating fields formerly in crop and pasture. The Rampart River crossed the routeway in an east to west direction (CH 18040). The remaining land along this portion of the route was fairly dry except for a spring area littered with land drains immediately south of Little mills Rd (CH17640). RMP **LH007-071---**, a souterrain is located to the east of the fence line at CH17640.

The road take corridor along this section was on average 50m wide with a 10–20m corridor inside both fence lines maintained for topsoil stockpile. These stockpile areas were not topsoil stripped.

Previously stripped archaeological excavation areas are located at Littlemill 1.3 & 1.4, 2.1 & 2.2; Littlemill 4 & 5; Donaghmore 1, 2, 3, 4, .1, 5 & 6 (excavated by IAC).

Topsoil was stripped ❶ in this area of undulating crop and pasture land by a combination of bulldozer and scrapers. A field boundary bisected the route, east to west around chainage 17320. A 15–20m wide corridor inside both fence lines was maintained for topsoil stockpile. These areas were not stripped. The road take corridor was c.50m wide. CH17640 – 17560, just south of Littlemill road was stripped by an excavator. This area comprised mainly of poorly drained scrub land. A number of stone drains were noted here during the stripping. One archaeological feature was identified during this section of the monitoring. It was a small circular feature located at CH17580, close to the Littlemills 2.1 and 2.2 sites and probably relates to post-medieval burning activity found during the excavations. The feature was excavated under the current monitoring licence ❷.

Chainage 18000 - 19360 (Hayes 2004a; 2004e; 2004f) (figs 5 & 6; plate 2)

This zone is occupied by the Ramparts River to the south (18.040) and the good, gently rolling land as far as Ch18.720. To the north of Ch18.720 the land becomes quite steeply undulating. This runs into the undulating land Ch19.360 – 20.320 (below) and has a good potential for archaeological remains from all periods (Roycroft 2000a).

Land in this area consisted of gently undulating fields in pasture with a series of low hillocks and rock outcrops occupying the areas between CH18220 and Ch19200. The Rampart River is located at CH18040. It is located at the bottom of a valley, which rises sharply to the north and south. Scrub and sod clearance was undertaken on the south slope of this valley. Topsoil strip was undertaken by a combination of scrapers and an excavator. A ramp was constructed over the river at the west side of the road take. The land elevated to a low hillock at north (CH18640). A disused railway and old toll road crossed the route east to west at CH18340–18360 and CH18620 respectively. A haul road was dug into the west side of the steep slope bounding the north side of the Rampart River. It was dug to a depth of up to 1m into the underlying subsoil ❷. Topsoil only ❶ was excavated along the length of this chainage by scrapers and dozers. Bulldozers and excavators stripped the area under services and across

the disused railway. Rock outcrop on hillock areas were dug out with dozers. A large rock outcrop was located at CH19200.

Nothing of an archaeological nature was noted during monitoring of this route section.

Chainage 19360 – 20320 (Hayes 2004a; 2004b; 2004e; 2004f) (figs 7 & 8; plate 3)

A clear concentration of RMP sites occur in the area of Sites 108 – 110. Much of this zone within the road take has already been stripped. However, there is still potential for sites associated with prehistoric and early medieval occupation/land use in this area (Roycroft 2000a).

This area comprised a mixture of rock outcrop and pasture land. A large rock outcrop was located at CH19200 with two smaller rock outcrops at CH19380. A dry river valley was located between CH19400 and CH19480. It was bounded at north by a stone wall and trackway crossing the route east to west at CH19480. The remaining land northward to CH19860 was a mixture of grassland and stripped areas from archaeological excavation. Rock outcrops were cut away by bulldozer, with scrapers stripping green field areas ❶. Stripping in the dry river valley was undertaken by an excavator. A topsoil deposition area off the line of the road was located beyond the western line of the road at approximately CH19680-19720 ❷. This location was agreed with the main contractor (Ascon/Logans) and the DJV archaeologist (Avril Hayes) in consultation with the NRA project archaeologist (Niall Roycroft). It was located some 50m south of the zone of archaeological potential for Recorded Monument **LH007-033---**, a souterrain, against the southern field boundary. Topsoil was deposited on top of the existing ground. No stripping was undertaken prior to the spoil deposition. Topsoil strip ❶ proceeded north of dry river valley through the Donoghmore area, which was previously stripped during archaeological excavation. A farm access track crossed the route at c.ch19860. Land to the north of the access track elevated to the top of a low hillock, which is bounded to the north by the Greyacre Rd. A circular feature was identified during bulldozing under ESB services at ch20020. It was excavated under the current monitoring licence ❷.

Chainage 20480 – 20960 (Hayes 2004b; 2004e; 2004f) (figs 8 & 9; plate 4)

Sites 111 (Area 2 – possible prehistoric hut) and Site 112 (prehistoric structure and whole polypod bowl) show dispersed rural occupation in this area. This zone is crossed by a stream at wetland area Ch20.530, where there could be fulachta fiadh (Roycroft 2000a).

The general topography of the area consisted of undulating pasture and crop land. Topsoil stripping was undertaken using a combination of scrapers and dozers. Two streams crossed the route at CH20520 and CH20960. A number of levelled field boundaries also traversed the route in this chainage area.

Pre-stripped archaeological excavation areas along this section of the route included Newtownbalregan 1.1, 1.2, 2 & 3 a post-medieval oven and prehistoric settlement activity. Less than 150m north of Newtownbalregan 2 (prehistoric settlement) Newtownbalregan 7 (site 133) a *fulacht fiadh* was uncovered during monitoring. It was excavated under licence 04E0811 ⑦. It was located 40m south of a wide shallow stream at CH20900. *Fulachta fiadh* are generally dated to the bronze age so it may have been associated with the prehistoric site Newtownbalregan 2.

A small stream crossed the route northwest to southeast at ch20540. Land immediately south of the stream was waterlogged. The depth of excavation here was between 0.30m and 0.40m with topsoil only ① being removed.

Two off site dumpsite locations were discussed between Logan's (ASCON) and the DJV Archaeologist ⑥. They were located: a) west of route at ch20800 in the enclosed remains of a larger field cut off by route. Topsoil piled along external fence edge; b) east of route at ch21000 at the west side of a larger field in pasture along the outside of fence line.

There are two Recorded Monuments and Places (RMPs) in this area **LH007-024---**, souterrain and **LH007-025---**, a souterrain. The offsite topsoil dumps did not impact on the zones of potential for either of these sites. There was no stripping in advance of the dumping.

Chainage 20960 – 21320 (Hayes 2004b; 2004c; 2004e; 2004f) (figs 9 & 10)

Site 113 (fulacht fiadh and hut) shows that the valley of the N53 was originally much wetter than it is now (there may have been a spring zone on 25 – 26m OD contour and lake below this). It is possible that other fulachta fiadh and occupation sites are located in this valley. In addition the area immediately adjacent to souterrain LH007:024 on the N53 has not been tested and may contain archaeological remains (Roycroft 2000a).

The general topography of the area consisted of undulating pasture and crop land. A stream crossed the route at CH20960. Scrapers and dozers proceeded to strip downhill towards the Castleblaney Rd. This area was littered with the remains of a number of northeast to southwest running field boundaries at CH20760, 21000 and 21080. A wide, shallow stream crossed the route at c.CH20980. Topsoil only ❶ was stripped in this area.

Dozers and excavators continued to strip on the north side of the stream at CH20980. Dumps of modern debris were noted immediately north of the stream. Scrapers removed topsoil only ❶ up to the Castleblaney Rd (CH21200). Dozers stripped topsoil under ESB wires at CH21140 and 21160.

Newtownbalregan 3 was excavated subsequent to the test trenching stage of the project (IAC contract).

Nothing of an archaeological nature was noted during the monitoring of topsoil stripping along this portion of the route.

Chainage 21300 – 21920 (Hayes 2004c; 2004e; 2004f) (figs 9 & 10; plate 5)

Site 114 (Ringfort) was a high status site and appears to overlook the Tateetra road (situated 500m to the north at Ch21.900). If so there may be a subsidiary ringfort/occupation site on a terrace in the hillslope between Site 114 and the Tateetra road (Roycroft 2000a).

The general topography of this area consisted of gently undulating pasture land. Land at the south was elevated around Newtown Balregan 6 and land at north was elevated around the Fort Hill area. The existing Tateetra Rd crossed the route at CH21900.

Previously stripped archaeological excavation areas were located at NewtownBalregan 5 (prehistoric settlement and *fulacht fiadh*) & 6 (ringfort and souterrain), Balregan 1, 5 & 6; Balriggeran 1 and Fort Hill. Dozers and excavators cleared topsoil from archaeological site Newtownbalregan 5 & 6. Scrapers stripped north of this from CH21440 to CH21800. The road take was on average 50m wide with 10m strips between roadtake edge and fence line to the east and west. Topsoil was stockpiled along the eastern edge of the route with minor stockpiling on western edge. Only topsoil ❶ was removed in this area of undulating pastureland. Complete identification of subsoil in this area was prohibited due to wet weather conditions ❺ although the subsoil was visible in patches. An excavator with flat bucket stripped topsoil along the west side of the roadtake from CH21769 to 21880.

Nothing of an archaeological nature was noted during the monitoring of the topsoil stripping along this route section.

Chainage 21920 – 22800 (Hayes 2004c; 2004e; 2004f) (figure 11; plates 6-8)

Site 116 (Archaeological Complex) Ch22.240 – 22.680 is clearly associated with the confluence zone of the Castletown and Kilcurry Rivers (Site 115 and Site 117), which would have been at the head of Dundalk Harbour/bay during the Bronze Age. There is potential that the river beds were in different locations during the Bronze Age and metal or other artefacts could have been thrown in to these rivers in the past. Such objects would be expected to survive in quite good condition (Roycroft 2000a).

Scrapers and dozers removed a 0.30-0.40m depth of topsoil between CH22000 and CH 22200. The land consisted of undulating cropland. Again weather conditions prohibited full inspection of natural subsoil ❺. Stripping resumed at CH22240 – 22460. Dry weather conditions prevailed during this stripping enabling full identification of underlying subsoil ❶. Two circular features were evident at CH22260. They were located 1.50m apart and 15m east of western fence line. The features were excavated under the current monitoring licence ❷. Land between the Castletown and Kilcurry Rivers CH22500-22580 was previously stripped as part of Balregan 1 excavations. There was no additional stripping done by the stripping crew here or on land to the east ❹, save for a 5m wide haul road. The Castletown and Kilcurry Rivers were spanned by bridges during the construction stage of the project. There was no direct impact on either of the rivers. A telegraph pole was located in the centre of a barrow associated with the Balregan 1 excavations which prohibited excavation here by IAC. It is highly likely that any archaeological material which was present in this area was impacted during insertion of this telegraph pole. During construction of the motorway a

second pole was inserted beside the existing pole without the supervision of an archaeologist. The potential for survival of any material in this location is low.

CH22680 was the location of the mill race which led to the Mill of 1800 in Balriggan townland. The mill race was originally due to be put into a culvert under the new road and that culvert was to cut through the mill in order to release any water back into the mill channel. In order to avoid damage to the mill and related structures, identified by IAC and the NRA archaeologist, the DJV agreed to move the proposed culvert to avoid the mill structures. After a visit by the NRA Project Archaeologist in October 2005 it was revealed that the culvert was not directed back into the old mill race but formed part of the lateral road drainage and now runs into the Kilcurry River through an open ditch. The mill and other structures are completely unaffected by the works. A large mill stone that had been re-used as a cap over the overflow sluice was stolen. (Information contained in this paragraph was supplied by N. Roycroft.)

The Scotch Green Lane Tree Ring at CH22760 has survived the construction process and is still intact (N. Roycroft pers. comm.).

Stripping was undertaken using a Hitachi 330 with flat bucket Dozers and excavators stripped from approx. CH22780 to CH22680 to the south of the Scotchgreen Road.

A souterrain was uncovered during drainage works around CH22360 in the townland of Tateetra. It was excavated under licence A010/001. It may have been associated with the high status ringfort and souterrain at Newtownbalregan 6, which was located 800m south of the souterrain at Tateetra. There are a number of RMPs located within this route section including **LH007-001---**, an archaeological complex. It is possible that stones from elements of this archaeological complex could have been incorporated into the souterrain, although this is speculative.

Chainage 22800 – 24800 (Hayes 2004c; 2004d; 2004e; 2004f) (figs 12 & 13; plate 9)

Site 121 (Early Medieval enclosed settlement) is located in the low centre of a circle of land comprising the townlands of Balriggan, Carn More and Carn Beg. Considering the high status of Site 121 it is likely this circle represents the inner area controlled by Site 121. The core site of Site 121 appears to have subsidiary ringforts at Carn More (Site 124, East of Site 121) and Balriggan (LH004:059, North of Site 121). It is possible that there were also

subsidiary ringforts to the East (eg in chainage 22.800 – 23.360 overlooking the Kilcurry River) and to the South (in the area of the 'Ballynahattin' henge LH007:012).

It is possible some of the prosperity for Site 121 was connected with the CR103, the potential early medieval Gap of the North Road.

Within this area Site 120, Fort Hill has shown evidence for dispersed prehistoric occupation (Neolithic stone axe and some prehistoric pottery at 23.600) and medieval military use (Roycroft 2000a).

Dozers stripped full width of the roadtake immediately east of Scotch Green Rd between CH22820 and 22860. Scrapers stripped the southern half of the roadtake between CH22880 and 23480 ❶. A dozer stripped topsoil at the southwest slope of Fort Hill from CH23480 to 23420. A 20m wide haul road was dug through Fort Hill in order to provide access for the scrapers to dump topsoil from land to the west of Fort Hill. The haul road was dug into the natural subsoil for a depth of c.3m ❷. The area had been previously stripped during archaeological excavations. No further evidence relating to the motte and bailey at Fort Hill was noted during stripping in this area. All spoil was dumped in an area east of Fort Hill along the southern fence edge. Spoil was also dumped to the north of excavation area Balriggan 1 between CH23750 and CH23850 at the north side of the roadtake. The wet and showery conditions made identification of subsoil to the west of Fort Hill difficult ❸. The area was heavily waterlogged around CH23300.

The general topography along this area consisted of undulating pastureland with a series of low hillocks evident around Carn More townland. A number of existing roads crossed the route at CH24170, 24825 (Doylesfort Rd) and CH24200-CH24850. Stripping continued over small road around areas of Carn More 1 and 2. This area of the routeway was formerly in pasture. The eastern edge of this chainage length between CH24650 and CH24850, was part of the adjacent Carn Beg golf course. A large pit c.40m by 20m by 3m deep had been excavated at CH24700 in the area previously occupied by a golf course. Soil from the pit appeared to have been used for landscaping features on the golf course to the south of the fence line. This work was not monitored by an archaeologist ❹. The remaining soil was stripped by golf course contractors. Otherwise the entire chainage length was stripped by scrapers. A 2m width along north fence line and 5m width along southern fence line marked the edge of the roadtake. Topsoil only ❶ was removed in this area. A large portion of this chainage had been previously stripped during archaeological excavation of Carn More 1 (IAC contract). Nothing of an archaeological nature was noted during monitoring in this route section.

Chainage 24800 – 26600 (Hayes 2004d; 2004e; 2004f) (figs 14 & 15; plates 10 & 11)

Site 127 (Bronze Age cemetery) and Site 128 (fulacht) are associated with the un-named stream that passes to the north of Site 127 but crosses the road take (in a canalised ditch) at Site 128. This stream has a confluence with a second stream directly to the north of the land take at Ch25.380, to the east of the present Dublin – Belfast Railway embankment. The stream and valley floor is overlooked by Site 124.

Local tradition states that the Battle of Faughart (1318) occurred on land owned by Faughart House. There may be evidence for this battle at the northern end of the route. (Roycroft 2000a).

The general topography along this area consisted of undulating pastureland with a series of low hillocks evident around Carn More townland. The land flattened to the Faughart Rd where a series of low hillocks were again evident to the Newry Rd. At CH24825 the Doylesfort road crossed the route. The Dublin-Belfast railway crossed the route from CH25100 to CH25200. Topsoil dump locations were located outside the C.P.O. line. They were; CH24900 to the south of the route in Carn More and CH25500 to the north of the route in Faughart. Previously stripped archaeological excavation areas are located at Balriggan 7; Carn More 2, 3, 4 and 5 (IAC contract). The majority of the area around excavation sites Carn More 3, 4 & 5 had been stripped subsequent to the test trenching phase of the project. The field was formerly in pasture. Two slip roads north and south of the main route occurred at CH24850. The northern slip road was stripped during adjacent archaeological excavations. The southern slip road had a 25m wide road take.

Spoil deposition area was located outside the C.P.O. line to the south of Carn More 4 & 5. Topsoil was dumped evenly over the east side of the field. It was not located within the zone of potential of any RMP. Scrapers stripped side areas around Carnmore 4 & 5 archaeological excavations. Topsoil dumps created during these archaeological excavations were moved by scrapers. There was nothing of an archaeological nature noted under these topsoil dumps or in the area of the slip road stripping. A cist burial (Site 137) was noted during subsequent drainage works at the north side of the M1 road CH25040. This area had been previously stripped during the Carn More 5 excavations (IAC contract). This burial was obviously part of the cist cemetery uncovered here. Only topsoil was excavated ❶ in the areas. The fence line in this area was not adjusted.

The Faughart Lower area was located to the north of the Ballymascanlon roundabout in fields formerly in pasture. A number of cleared field boundaries were noted crossing the route at CH25950 and 26200. Topsoil only was excavated in this area ❶. Stripping was undertaken by dozers and excavators. Topsoil dump locations were located outside the C.P.O. line in Faughart, south of the route at CH25850 & CH26100. Previously stripped archaeological excavation areas Faughart Lower 1, 2, 3, 4 and 5 were located here.

There were three areas where archaeological features were identified during the monitoring. They were located at CH25950, CH26060 and CH26400 and were excavated under the current monitoring licence. One circular feature was excavated to the south of Faughart Lower 5 at CH25950. Two more features were noted close to a levelled field boundary around CH26060. A third area, consisting of a number of pits, was located CH26400 in Faughart Lower. This site was excavated under licence 04E0811 ❷. Two circular pits produced fragments of Bronze Age pottery.

Synthesis

The exposed subsoil was generally clean along the route except in certain areas around CH21440-21800 (north of Castleblaney Rd), CH22000-22200 (north of Tateetra Rd) and CH23000-23400 (west of Fort Hill), where wet weather conditions prohibited complete identification of the subsoil. Generally the stripping removed the topsoil only. Areas where both topsoil and subsoil were stripped during the course of topsoil stripping included a large pit excavation on golf course lands (CH24700), Fort Hill outcrop excavations (CH23500), Kilcurry-Castletown River haul roads (CH22500), Rampart River haul roads (CH18040) and rock outcrop excavations at Donoghmore (CH19380). Topsoil stockpiles/dumps outside the CPO occurred at Donoghmore, Newtown Balregan, Carn More and Faughart Lower. The topsoil was dumped onto the existing sod level with no prior ground disturbance undertaken. Previously unrecorded archaeological sites were identified at Newtownbalregan, Tateetra, Carn More and Faughart Lower as well as a number isolated sites identified along the route. A description of the excavated sites can be seen in section 4 of this report.

Table 5 shows the locations where topsoil was stripped and the cut areas where topsoil and subsoil was stripped. These equate to aims 1 & 2 supplied by the NRA project archaeologist. The areas for continued potential for archaeology include all areas where topsoil only was stripped. Other areas for continued potential include those areas left unexcavated along the fence lines where topsoil was left unexcavated. Topsoil excavated within the roadtake was heaped along the fence line in the unexcavated portions along the route. The only areas

where topsoil was stripped to the fence line are at Balregan (Site 116) and Carn More 1 (Site 124) where topsoil was stripped to the edge of the C.P.O. line during excavations by IAC.

CH	To CH	CUT/FILL	LENGTH (m)	POTENTIAL SURVIVAL (Y/N)	COMMENTS
16840	17404	CUT	200	Y	10m adjacent to road fences but cut by drainage
17040	18650	Fill	1610	Y	Topsoil only stripped
18650	18680	Cut	30	N	Hillock truncated completely by the works
18650	18840	Fill	190	Y	Topsoil only stripped
18840	19080	Cut	240	Y	10m adjacent to road fences but cut by drainage
19080	19160	Fill	80	Y	Topsoil only stripped
19160	19400	Cut	240	Y	10m adjacent to road fences but cut by drainage
19400	19480	Fill	80	Y	Topsoil only stripped
19480	19720	Cut	240		10m adjacent to road fences but cut by drainage
19720	19960	Fill	240	Y	Topsoil only stripped
19960	20120	Cut	160	Y	10m ad
20120	20240	Fill	120	Y	Topsoil only stripped
20240	20340	Cut	100	Y	10m adjacent to road fences but cut by drainage
20340	20640	Fill	300	Y	Topsoil only stripped
20640	20860	Cut	220	Y	10m adjacent to road fences but cut by drainage
20860	21000	Fill	140	Y	Topsoil only stripped
21000	21740	Cut	740	Y	10m adjacent to road fences but cut by drainage
21740	22760	Fill	1020	Y	Topsoil only stripped
22760	23550	Cut	790	Y	10m adjacent to road fences but cut by drainage
23550	24200	Fill	650	Y	Topsoil only stripped. The large area of CPO land around the R171 Armagh Road (outside the actual road take CH23640-24000) was not topsoil stripped but was used for dumping topsoil directly on the existing lands.
24200	24650	Cut	450	Y	10m adjacent to road fences but cut by drainage
24650	25050	Fill	400	Y	Topsoil only stripped
25050	25240	Cut	190	N	Previously excavated quarry connected with Belfast - Dublin railway
25240	25600	Fill	360	Y	Topsoil only stripped
25600	26350	Cut	750	Y	10m adjacent to road fences but cut by drainage
26350	26500	Fill	150	Y	Topsoil only stripped

Table 5. Cut-Fill relationship along the route (supplied by N. Roycroft)

The only area stripped which was unmonitored was around chainage 24750 in the area of Carn Beg golf course. This portion of the route had been subject to landscaping for the golf course greens in the past so any archaeological remains which may have been present may have been impacted at the time of landscaping. However as the excavation of material proceeded without archaeological monitoring, the loss of archaeological data, if any, cannot be quantified. The unmonitored area was located in an archaeologically sensitive area and was located less than 200m east of **LH004-067---**, a ringfort and souterrain. A number of prehistoric pits were also excavated in the vicinity of **LH004-067---**.

Generally the soil and site conditions along the route were conducive to identification of archaeological remains. There were three areas where the topsoil and subsoil was either naturally waterlogged or waterlogged due to weather conditions. They were:

- CH21440-21800 (360m)

- CH2200-22200 (200m)
- CH 23300-23420 (120m)

Once the topsoil was stripped the subsoil in these areas was difficult to identify. The site conditions when combined with the use of stripping machinery (box scrapers and bulldozers) may have obscured the identification of archaeological remains in these locations.

There were ten topsoil dumps located along the route. Seven of these ten dumps were located outside the C.P.O. line and three were located within the C.P.O. line. There was no stripping undertaken at these locations prior to the dumping of topsoil. Although there is no direct impact on any potential archaeology there is the possibility of burial of previously unrecorded archaeological features and/or artifacts that may be present on the sites.

The locations of the topsoil dumps outside the CPO line were:

- CH19680-19760 (fig. 7): west of the C.P.O. line at Donaghmore, (area measuring 180m by 70m)
- CH20720-20910 (fig. 8): west of C.P.O. line at Newtownbalregan (area measuring 200m by 90m)
- CH20980-21120 (fig. 9): east of C.P.O. line at Newtownbalregan (area measuring 170m by 50m)
- CH24880-25000 (fig. 14) south of C.P.O. line at Carn More (area measuring 170m by 80m)
- CH25400-25520 (fig. 14): north of C.P.O. at Faughart Lower (area measuring 250m by 150m)
- CH25830-25900 (fig. 15): south of C.P.O. line (area measuring 80m by 60m)
- CH26010-26200 (fig. 15): south of C.P.O. line (area measuring 200m by 20m)

There were no borrow pits or other excavations conducted outside the CPO line of the route.

3. Metal Detection

A number of areas along the route were metal detected under licence **04R040**. Nothing of an archaeological nature was noted during the detection works. The areas metal detected were, from north to south:

- CH25440- stream crossing route east of railway embankment Faughart (NGR2053/3108)
- CH23600- Marsh/peat area at north side of routeway, west of Armagh Rd Balrigan (NGR2037/3107)
- CH22600 & 22480 Kilcurry & Castletown Rivers (NGR2028/3099)
- CH22960- stream crossing route south of the Castleblaney River (NGR2023/3085)
- CH19860- peat area along stream located east and south of Grey Acre Rd (NGR3027/3058)
- CH19140- stream crossing route north of Carrickmacross Rd (NGR2021/3067)
- CH18040- Rampart River (NGR2019/3077)

Keys to Figures

-  = Stripped
-  = Unstripped
-  = Unmonitored stripping
-  = Archaeological features from monitoring
-  = Topsoil dumps
-  = Previous archaeological test trenches
-  = Stripped areas from previous archaeological excavation
-  = Stripped areas from previous archaeological excavation
-  = RMP sites
- CH XXXXX = Chainages

Keys used in figures

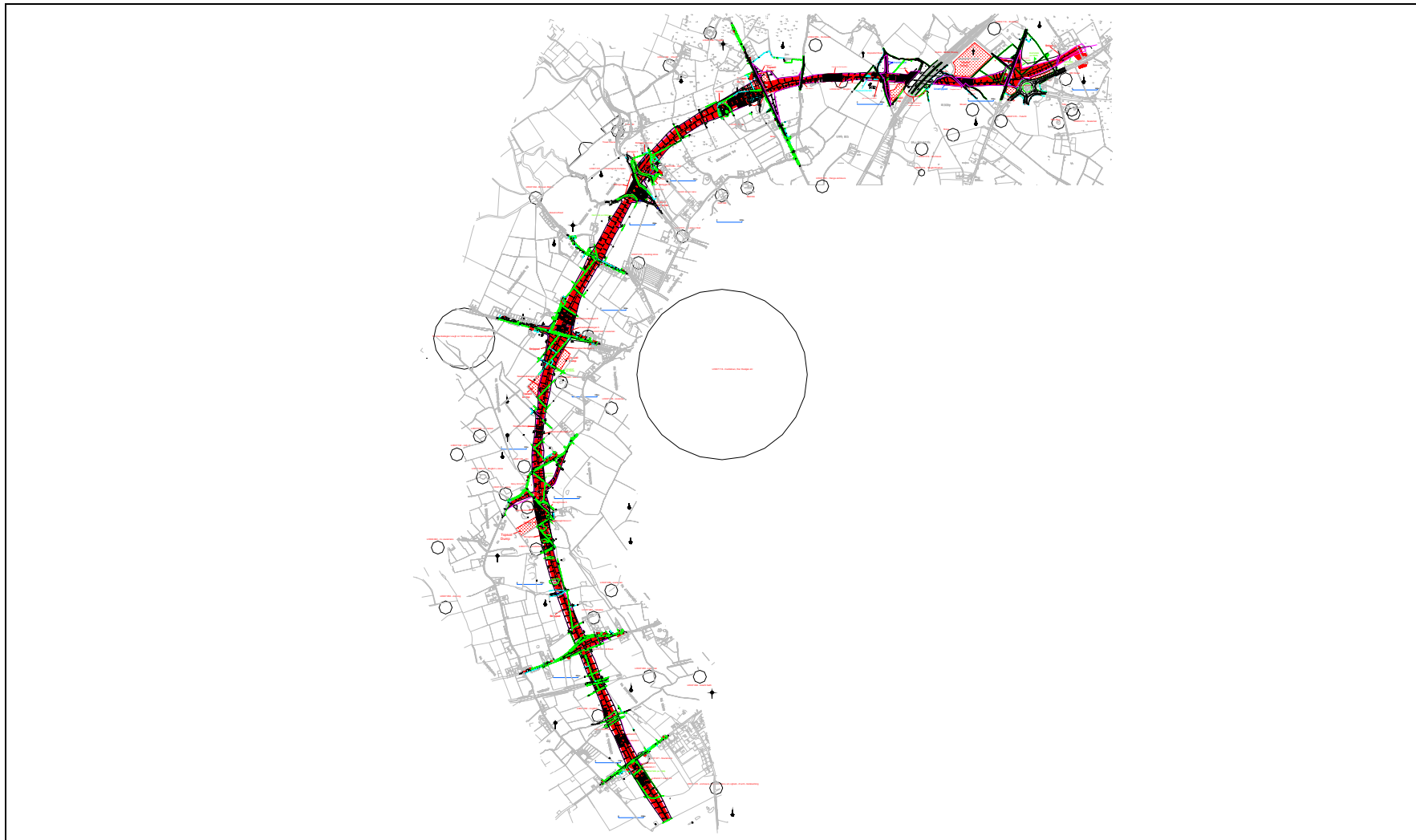


Figure 3. Location of DWB (north to top)

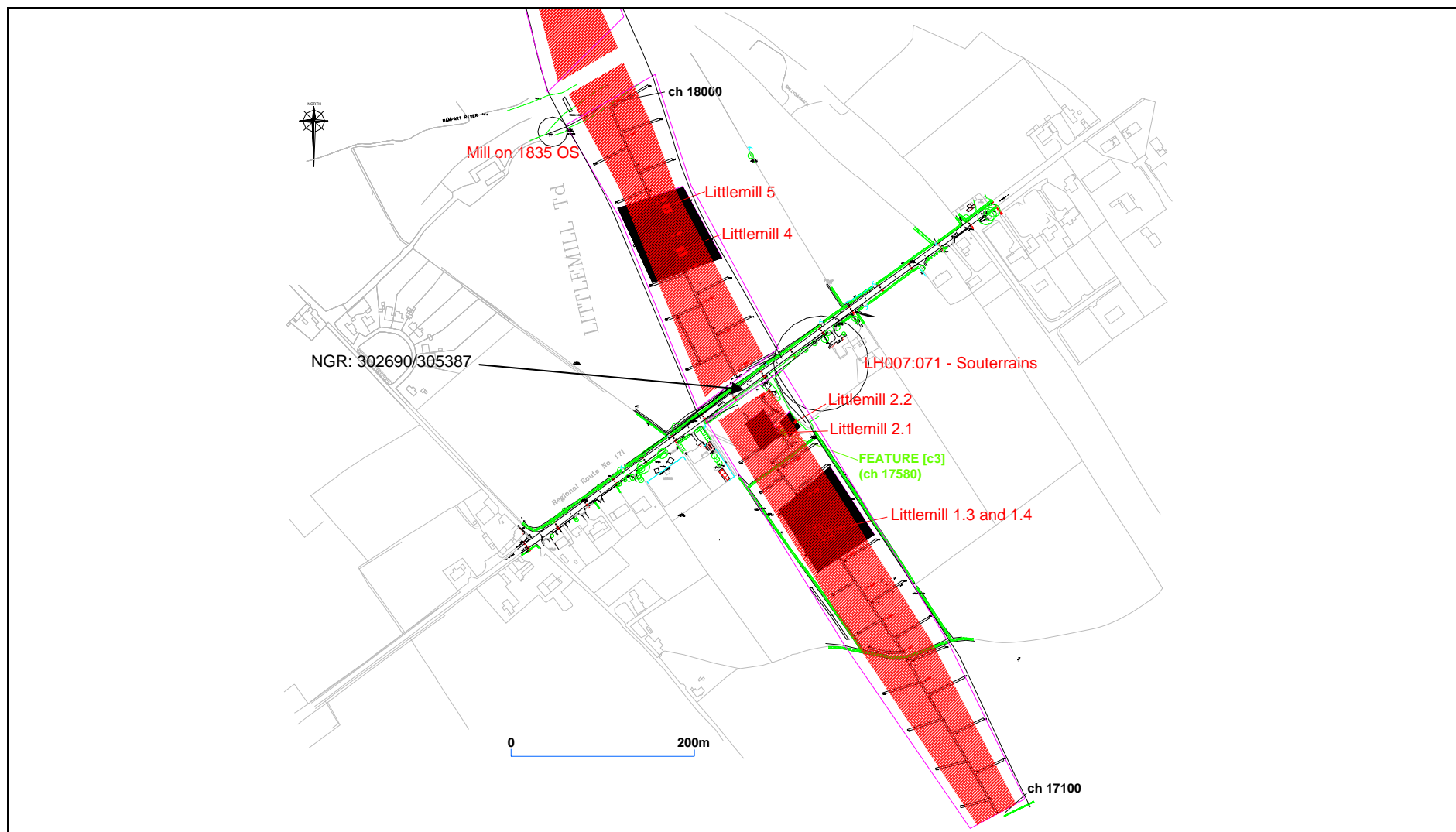


Figure 4. Land stripped between CH17100 and CH18000

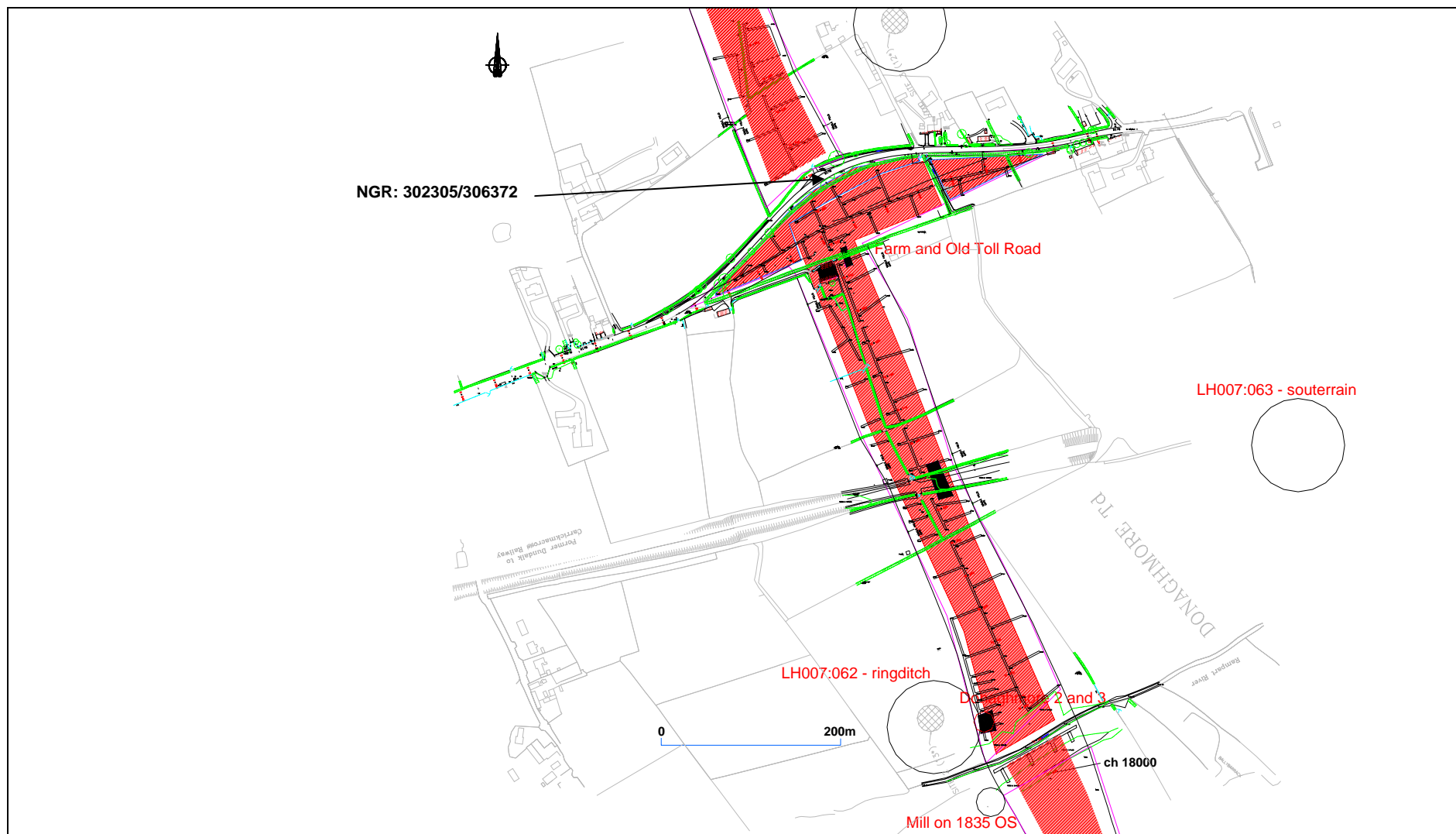


Figure 5. Land stripped CH18000 and 19360



Figure 6. Land stripped between CH18000 and CH19360

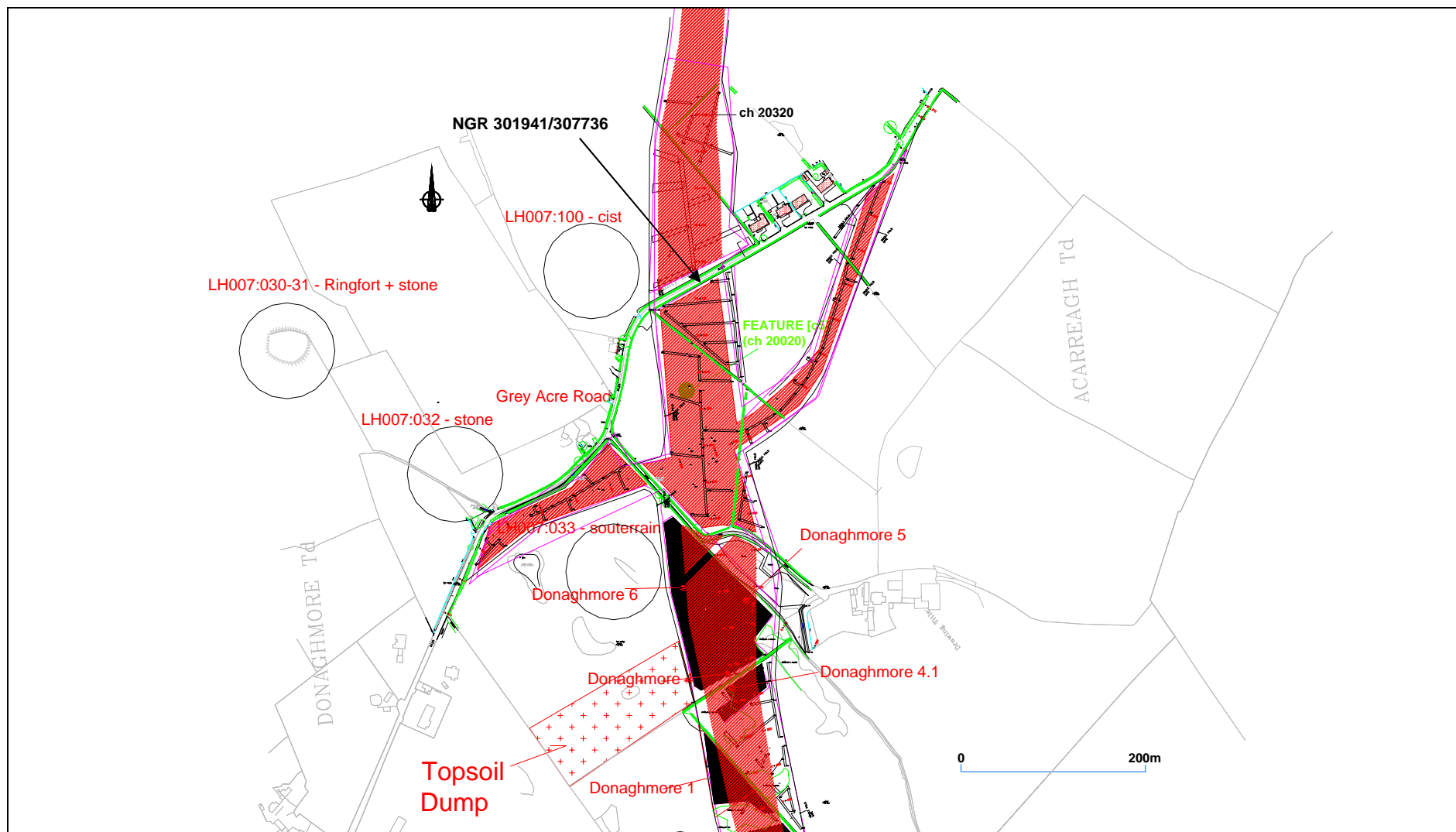


Figure 7. Land stripped between CH19360 and CH20320

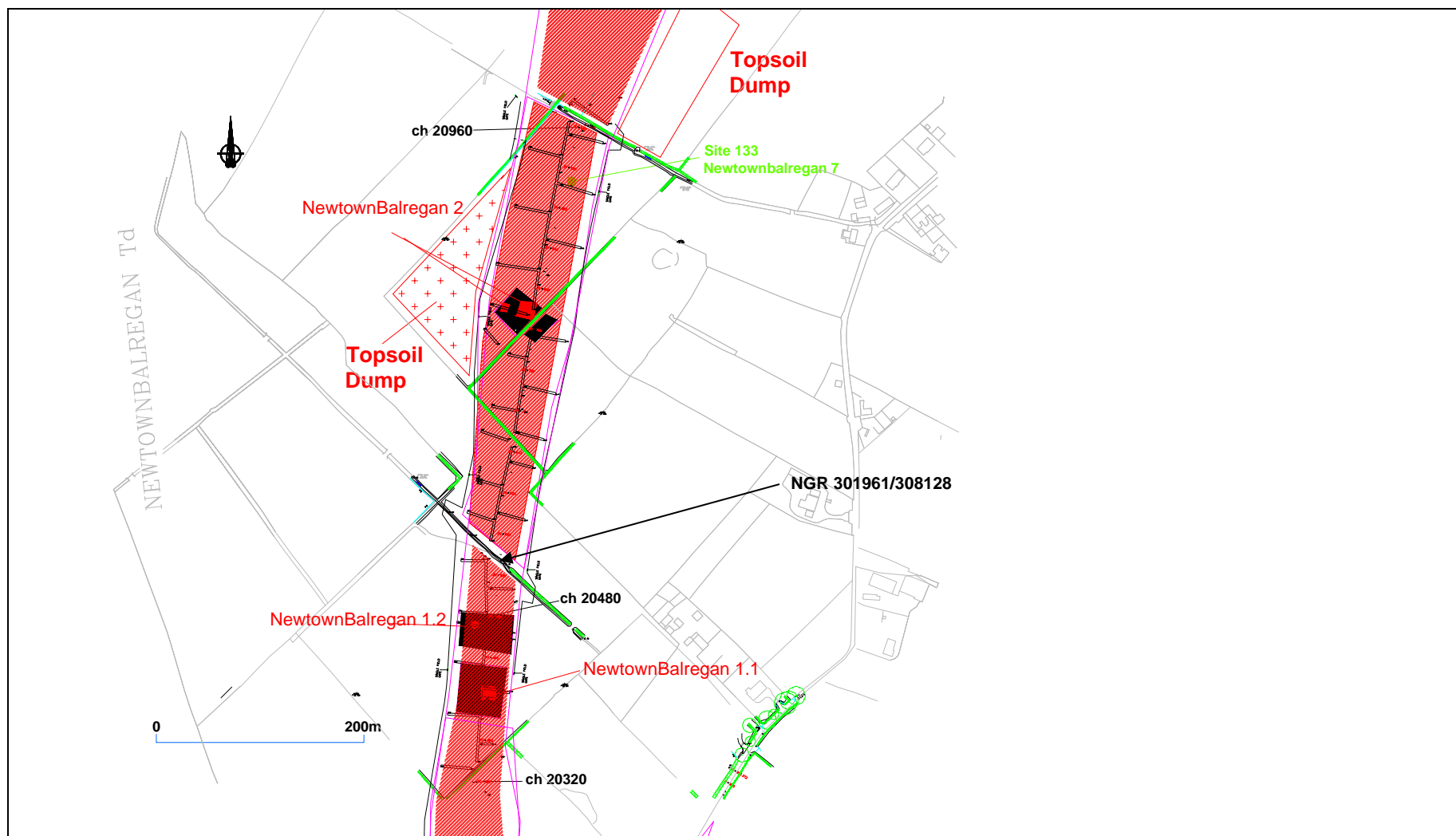


Figure 8. Land stripped between CH20480 and CH20960

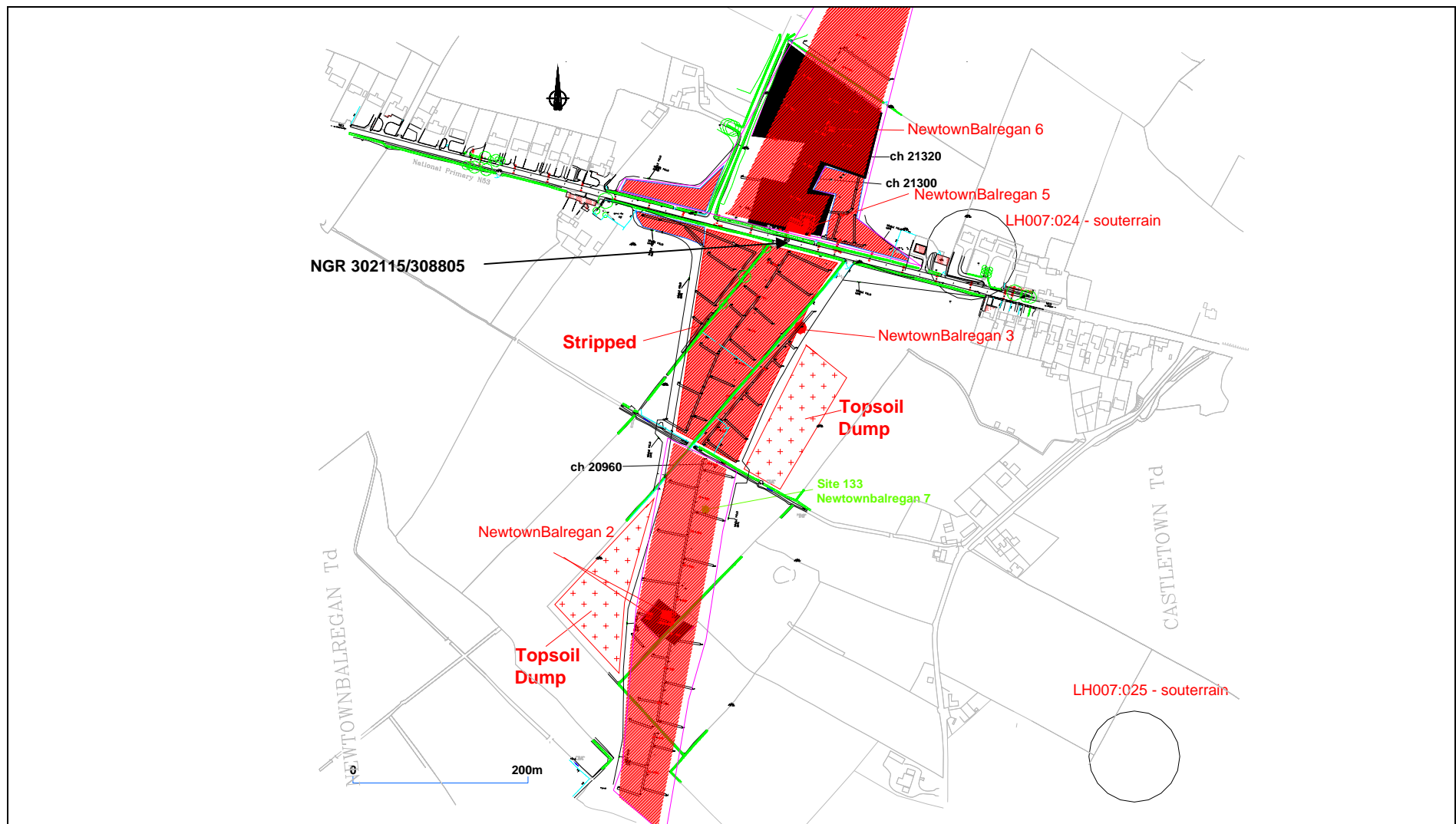


Figure 9. Land stripped CH20960 and CH21320

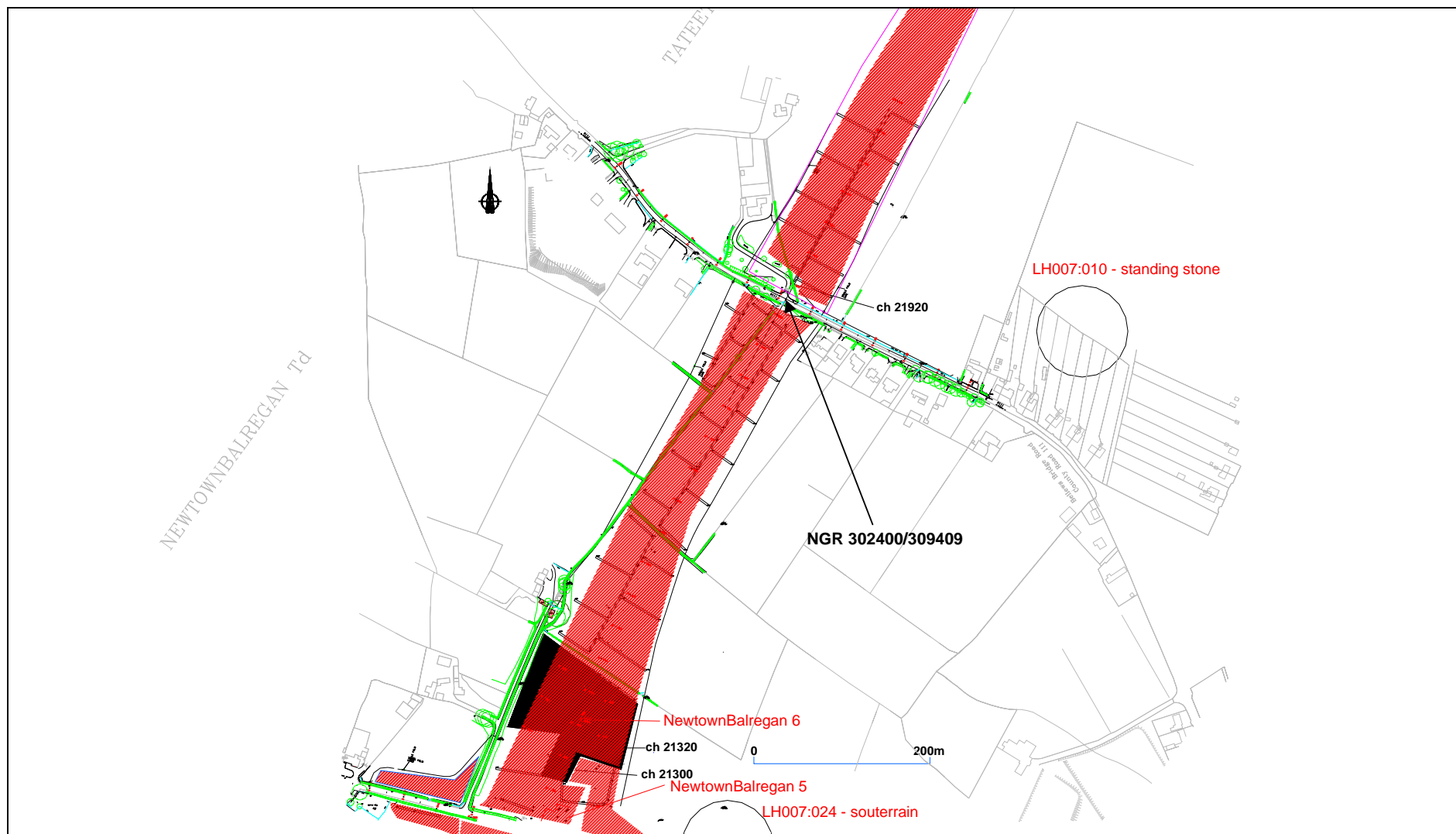


Figure 10. Land stripped between CH21320 and CH21920

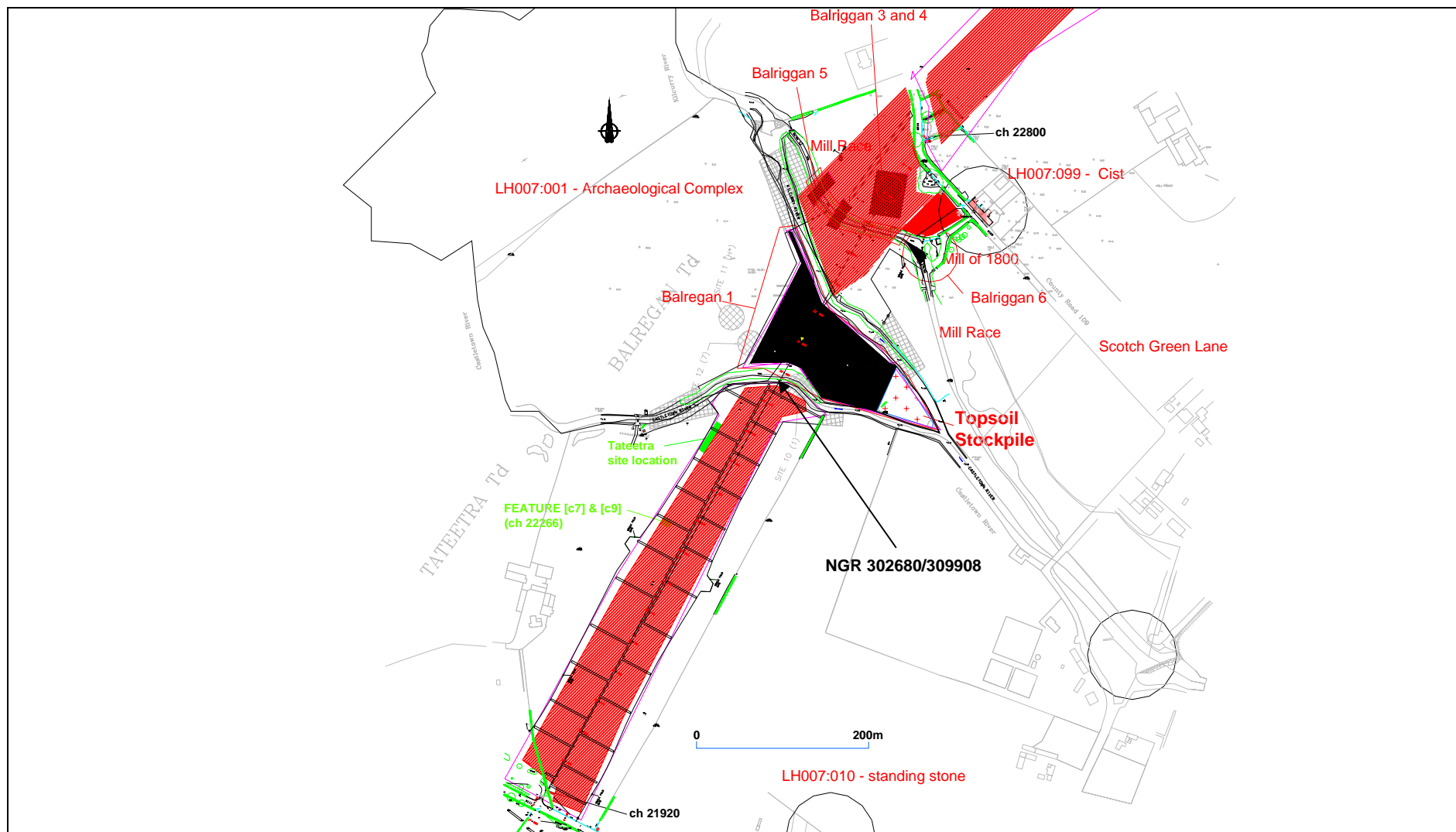


Figure 11. Land stripped between CH21920 and 22800

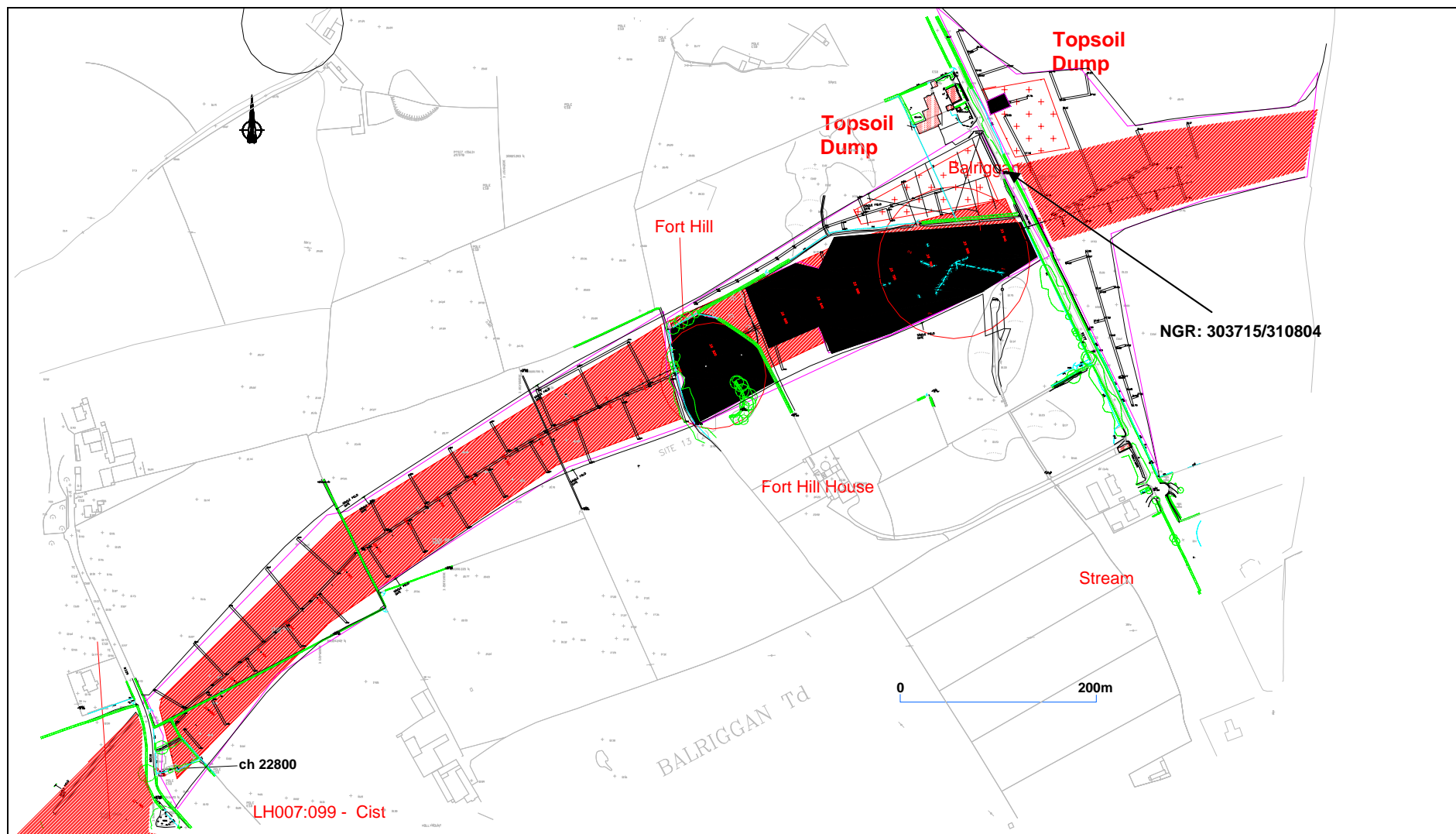


Figure 12. Land stripped between CH22800 and 24800

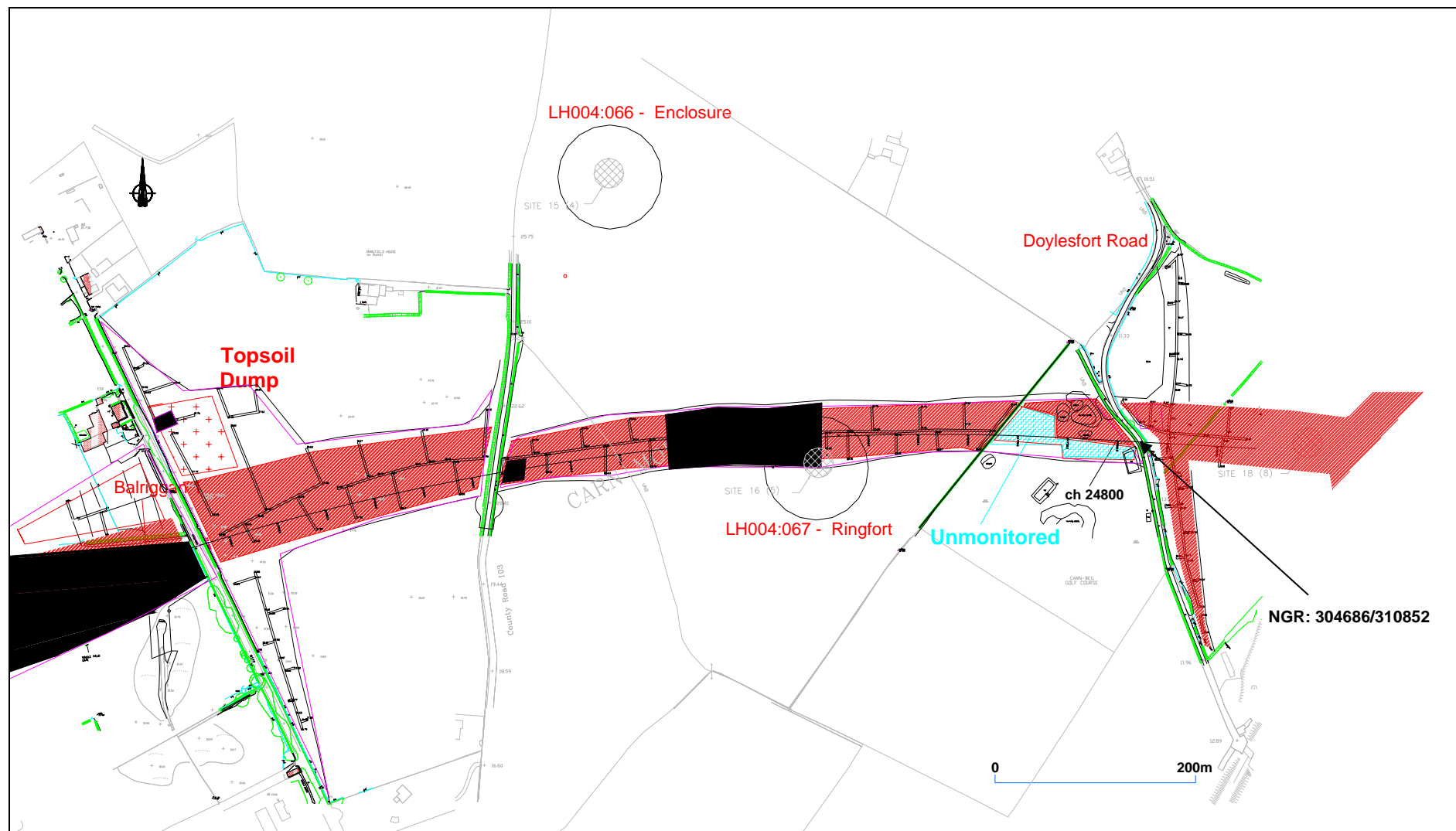


Figure 13. Land stripped between CH22800 and 24800

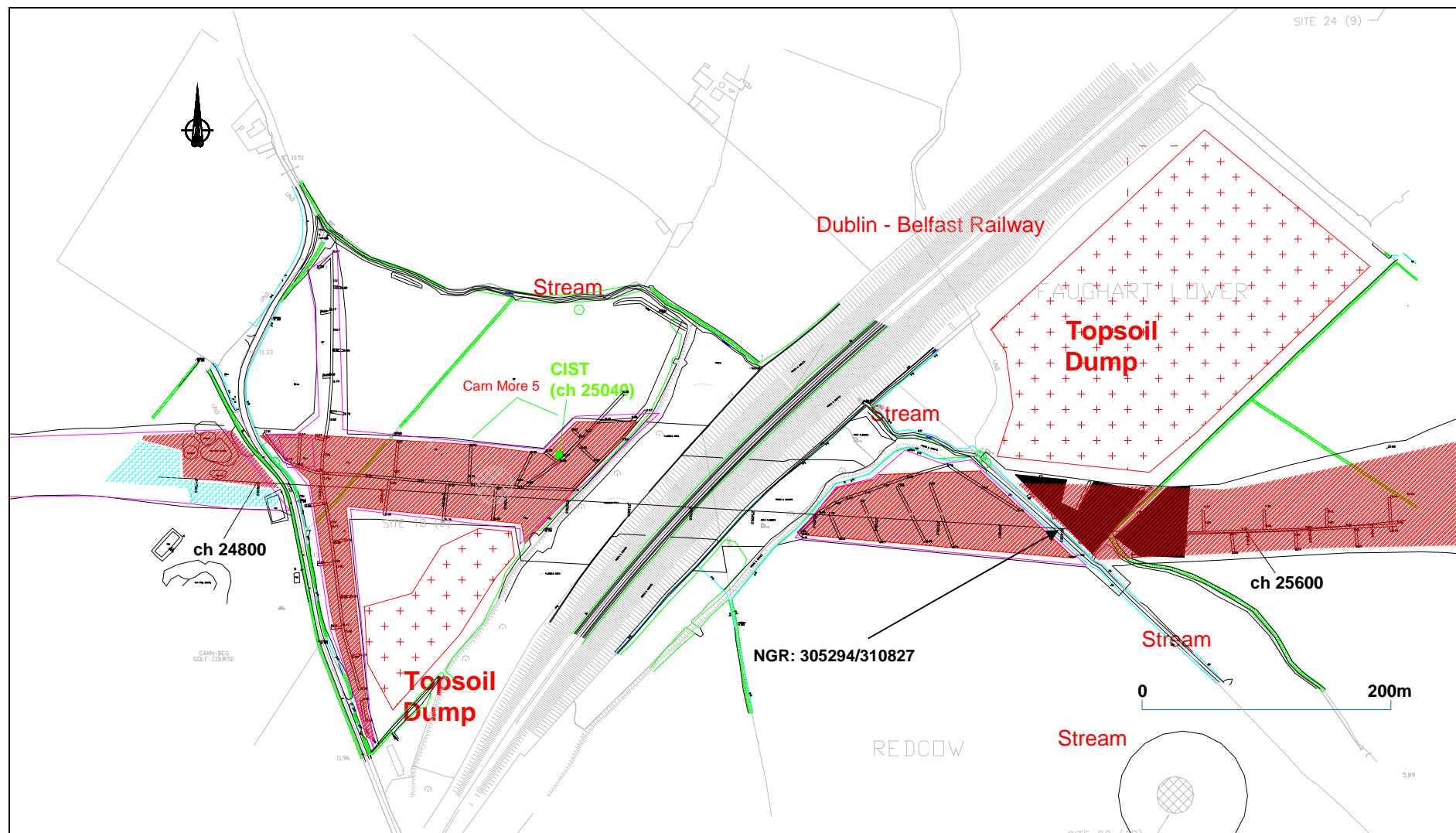


Figure 14. Land stripped between CH24800 and CH25600

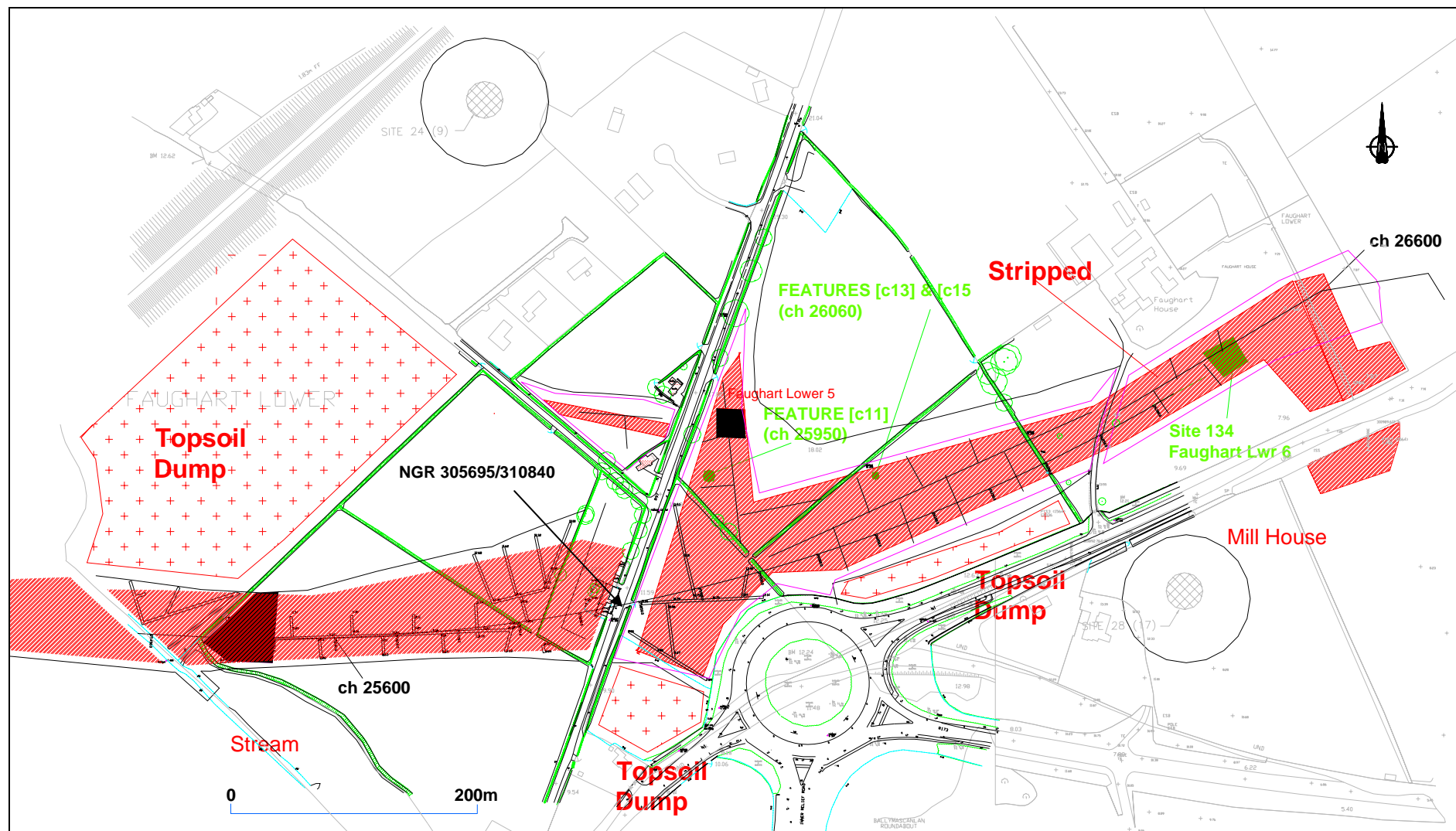


Figure 15. Land stripped between CH25600 and 26600



Plate 1. CH17360, topsoil stripping with dozers, from south



Plate 2. CH19100, stripping with excavator, south of stream, from west



Plate 3. CH19940, stripping with bulldozer for slip road to Grey Acre road, from southwest



Plate 4. CH20700 stripped area to stream, from southeast

Plate 5. CH21500 patchy ground conditions in stripped field, north of the Castleblaney road, from southeast





Plate 6. CH22740, haul road stripping south of Scotchgreen road, from north



Plate 7. Redirected mill race (supplied by N. Roycroft)



Plate 8. Scotch green tree ring, intact post road construction (supplied by N. Roycroft)



Plate 9. CH23360, stripping with dozer on southeast side of Fort Hill, from west



Plate 10. CH25000, excavation at Carn More, from east



Plate 11. CH25700 stripped area west of Faughart road, from east

4. Archaeological Excavations

There were in total five archaeological excavations carried out by Aegis along the route of the M1-DWB. The purpose of this programme of excavation was to investigate the archaeological sites and to resolve them in advance of the road construction. Each one of the archaeological excavations and investigations are described below under their individual excavation licence numbers.

Licence No: 04E0817

Project Site No: Site 133, Newtownbalregan 7

NGR: 302030/308495

Chainage: 20910

Site Description: *Fulacht Fiadh*

Licence Holder: Avril Hayes

Report Reference: Hayes 2004g (255-1.8)

The full archaeological excavation of this site was carried out over a period of one week in April 2004. The site was noted during monitoring of topsoil stripping by a bull-dozer.

The site consisted primarily of a patchy spread of burnt stone set in a burnt silty sand matrix. This was identified as the site of a levelled *fulacht fiadh*. Excavation of this material revealed a trough area typical of this site type. A possible posthole or pit feature was also found beneath the burnt material, but the nature of this feature could not be clearly determined in relation to the *fulacht fiadh*. No samples or artefacts were retrieved which could provide a date for the site. *Fulacht fiadh* are generally identified with the Bronze Age in Ireland but examples can be found which date from the Neolithic right up to the medieval era.

Table 6 shows a list of contexts and their descriptions as well as a site plan (figure 16) showing the features found.

Context Number	Grid Square	Description
1	All	Topsoil
2	All	<i>Fulacht fiadh</i> deposit/burnt mound material
3	105/100	Cut of possible trough filled by [c2]
4	105/100	Fill of possible posthole [c5]
5	105/100	Cut of possible posthole containing [c4]
6	All	Natural parent material

Table 6. List of context descriptions from excavation at site 133, Newtownbalregan

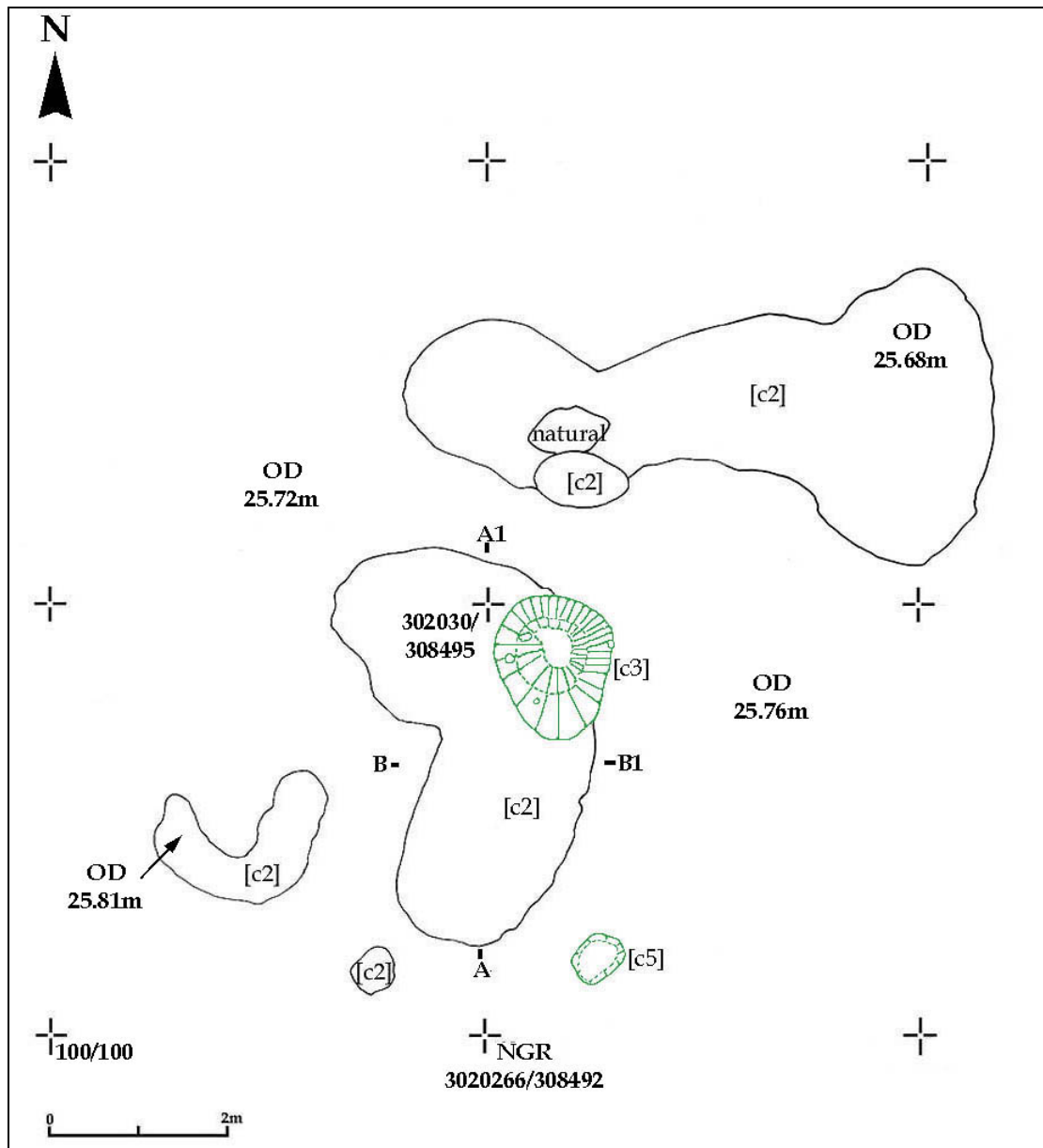


Figure 16. Plan of site 133 with earlier trough [c3] and circular feature [c5]

Licence No: 04E0811

Project Site No: Site 134, Faughart Lower 6

NGR: 306206/311037

Chainage: 26400

Site Description: Bronze Age pit cemetery

Licence Holder: Avril Hayes

Report Reference: Hayes 2004h (255-1.9)

The full archaeological excavation of this site was carried out over a period of one week in May 2004. The site was noted during monitoring of topsoil stripping by an excavator.

The site at Faughart Lower appears to be the remains of a Bronze Age flat cemetery. Several pits were excavated, revealing small quantities of cremated human bone and charcoal. Fragments of coarse and decorated, prehistoric pottery were also found deposited in two of the pits. Samples of charcoal recovered from the pits should be sufficient to provide a radiocarbon date. These dates may also show whether or not the cemetery was in use over a prolonged period of time. The pottery is undergoing analysis by a specialist. This analysis combined with dates from the charcoal recovered will reveal a greater understanding of the site. An initial scan of the cremated bone indicated that four of the seven pits yielded human bone.

Table 7 shows a list of contexts and their descriptions. A site plan (figure 17) showing the features found is also included.

Context Number	Grid Square	Description
1	All	Topsoil
2	110/105	Burnt fill of pit [c3]
3	110/105	Circular cremation pit containing [c2]
4	110/105	Burnt fill of pit [c5]
5	110/105	Circular cremation pit containing [c4]
6	105/100	Burnt fill of [c7]
7	105/100	Irregularly shaped shallow feature containing [c6]
8	105/105	Fill of pit [c9]
9	105/105	Sub-oval shaped pit containing [c8]
10	100/105	Burnt fill of pit [c11]
11	100/105	Sub-circular cremation pit containing [c10]
12	100/105	Burnt fill of pit [c13]
13	100/105	Keyhole shaped pit containing [c12]
14	100/100	Burnt fill of pit [c15]
15	100/100	Sub-circular pit containing [c14]
16	100/100	Burnt fill of pit [c17]

17	100/100	Cremation pit containing [c16]
18	110/100	Fill of linear feature
19	100/100 to 110/100	Cut of linear drain/field boundary
20	All	Natural parent material

Table 7. List of context descriptions from excavation at Site 134, Faughart Lower

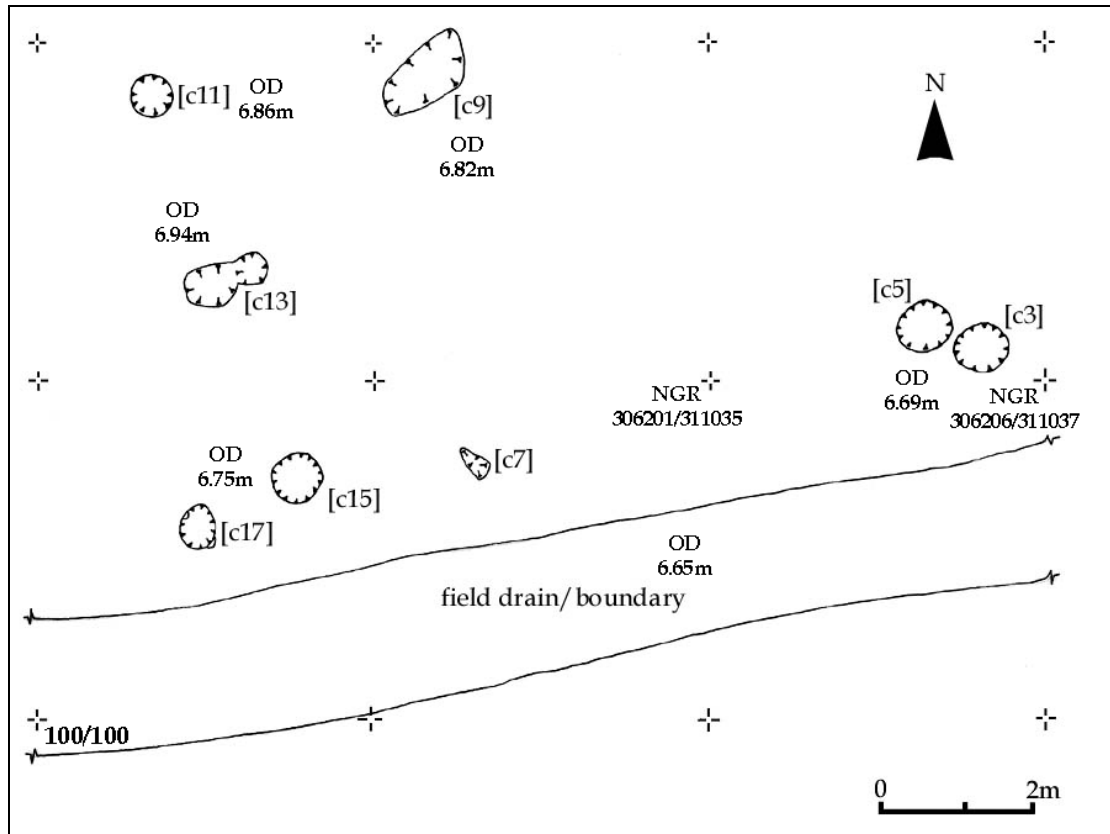


Figure 17. Site 134, post excavation plan of site at Faughart Lower 6

Licence No: A010/001

Project Site No: Site 135, Tateetra 1

NGR: 302587/309824

Chainage: 22360

Site Description: Souterrain

Licence Holder: Avril Hayes

Report Reference: Hayes 2005b (255-1.17)

The souterrain was discovered during drainage works along the west side of the proposed road when a drainage trench cut through the east side of a circular chamber. The souterrain was exposed, recorded and partially excavated. The western portion of gallery 2 which terminated in a sub-circular chamber was located beyond the road take and was not excavated. Capstones were removed and the interior of the souterrain was excavated and recorded. The walls were left *in situ*. The passages were filled with gravel and the capstones were replaced. Nine capstones were retained by Dundalk Museum, three of which were decorated.

Excavation took place over a period of seven weeks from September to December 2004.

The souterrain at Tateetra is a drystone-built structure with a total length of 67m incorporating 4 galleries and 2 circular chambers. Structural features within the souterrain include a drop hole, a step, a wall niche, an air-vent, three sumps/wells, one pit, and two doorways featuring locking arrangements. Three decorated capstones were recovered from the excavation, one featuring megalithic art and two cross-inscribed slabs. Associated finds included a copper alloy stick pin, a perforated bead and fragments of pottery.

The souterrain appears to have been constructed using locally available stone save for the granite slabs used in the doorways. The nearby Cooley Mountains are the closest source of granite in the area. The decorated stones were probably taken from nearby sites and their re-use in the souterrain appears to represent an opportunistic occurrence rather than a deliberate ritual placement. The finds appear to be consistent with the general date of souterrains in Ireland which is the latter half of the first millennium to the early part of the second millennium AD. There was no associated settlement located during the excavation but it is most probably located beyond the limit of excavation. Structural aspects within the souterrain, most notably its restrictive nature coupled with the interior locking arrangement employed at doorways, indicates a primary function of refuge. Post excavation analysis is

underway on the artefacts recovered and radiocarbon dates will be sought from the charcoal recovered during excavation.

Table 8 shows a list of contexts and their descriptions. A plan of the site is also included (figure 18).

Context Number	Description
1	Topsoil
2	Redeposited Subsoil/embankment infill
3	Gallery 3 & 4 trench fill
4	Chamber 1 trench fill
5	Gallery 1 capstones
6	Gallery 2 capstones
7	Linear fill over gallery 3
8	Fill of cut [c9]
9	Cut of furrow/slot trench filled by [c8]
10	Floor of gallery 1
11	Fill of [c13]
12	Packing stones over gallery 3 & 4
13	Cut of circular pit containing [c11]
14	Collapsed material in gallery 3
15	Floor of chamber 1
16	Floor of gallery 2
17	Stony fill of [c18]
18	Circular pit in floor of gallery 2 filled by [c17]
19	Cut of sump/well in floor of gallery 2 partially filled by floor surface [c16]
20	Wall niche in gallery 2
21	Floor of gallery 3 & 4
22	Sump/well in gallery 4 partially filled by [c21]
23	Sump/well at north of gallery 3 partially filled by [c21]
24	Animal skeleton
25	Cut for galleries 1, 2 & chamber 1
26	Cut for galleries 3 & 4
27	Walls of galleries 1 & 2
28	Walls of gallery 3 & 4
29	Capstones over gallery 3 & 4
30	Natural
31	Collapsed capstones of gallery 3
32	Upcast deposit from sump cut [c19]

Table 8. List of context descriptions from excavation at Site 135, Tateetra

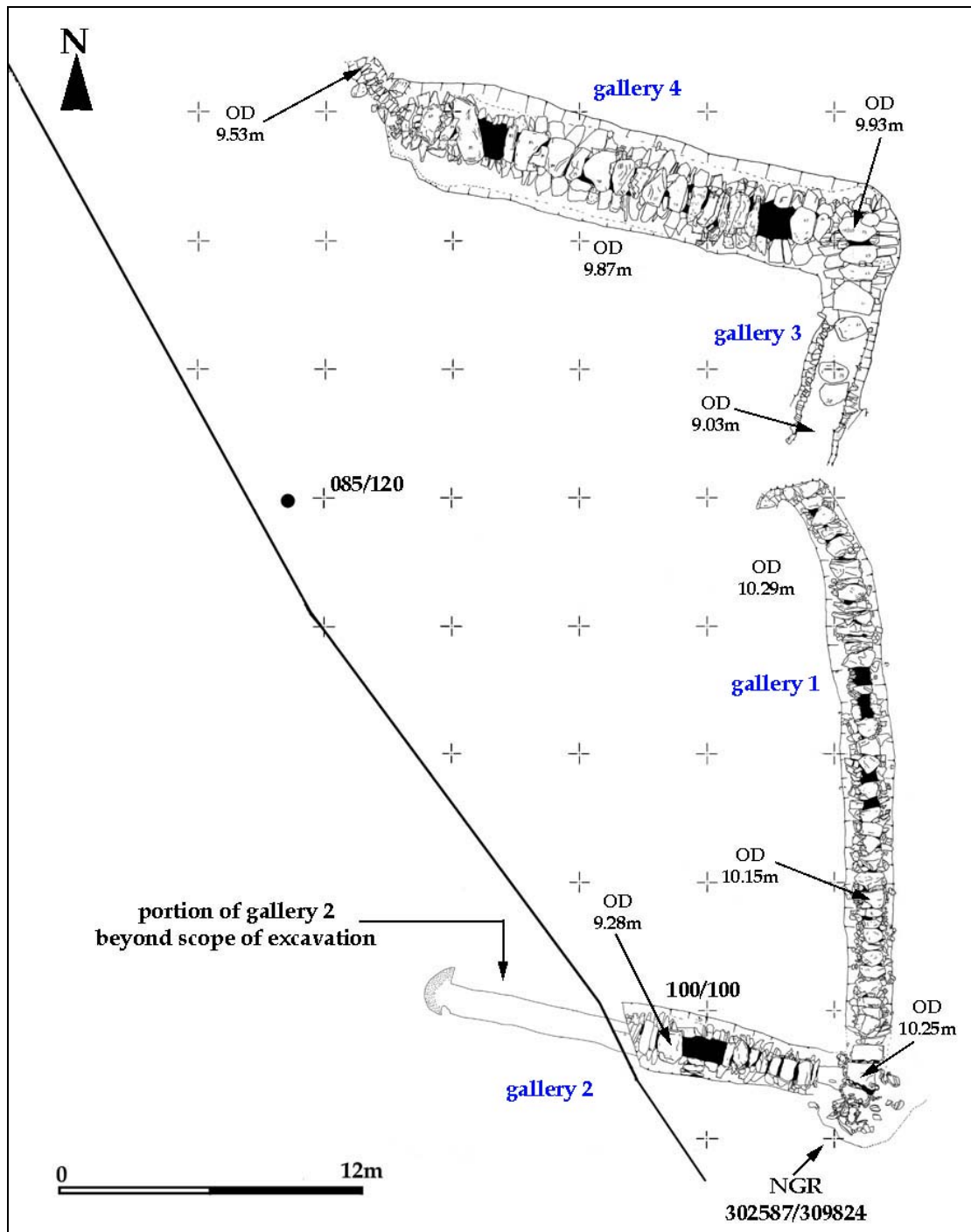


Figure 18. Plan of souterrain with capstones on, Tateetra, site 135

Licence No: 04E0335

Project Site No: Site 136, Littlemill, Donaghmore, Tateetra, Faughart Lower

Site Descriptions: Isolated pit features

Licence Holder: Avril Hayes

Report Reference: Hayes 2004i (255-1.10)

Seven isolated archaeological features were found in five areas during the monitoring of the topsoil strip for the M1 -DWB. The features were located in the following areas:

Context No	Chainage	NGR	Townland
[c3]	17580	302735/305337	Littlemill
[c5]	20020	301928/307615	Donaghmore
[c7]	22266	302549/309740	Tateetra
[c9]	22266	302545/309743	Tateetra
[c11]	25950	305766/310945	Faughart Lower
[c13]	26060	305899/310944	Faughart Lower
[c15]	26060	305914/310945	Faughart Lower

Table 9. Location of isolated monitoring features, Site 136

The sites were excavated between March 2004 and April 2004.

All of the features save for [c15] contained charcoal and one feature [c9] contained cremated bone. While some of the features were located in close proximity to previously dug archaeological sites, the majority of the features were located in an isolated context. Lack of major stratigraphy or diagnostic artefacts prohibits a full interpretation of the features at this time. The majority of the features contained charcoal, which will be useful for dating purposes.

Table 10 shows a list of contexts and their descriptions. Plans of the individual sites are shown in figures 19-23.

Context Number	Chainage Location	Description
1	All	Topsoil
2	CH 17580	Burnt fill of pit [c3]
3	CH17580	Circular cut filled by [c2]
4	CH20020	Sub-circular charcoal fill of [c5]
5	CH20020	Sub-circular cut filled by [c4]
6	CH22266	Circular fill of [c7]
7	CH22266	Cut filled by [c6]
8	CH22266	Circular charcoal fill of [c9]
9	CH22266	Cut filled by [c8]

10	CH25950	Sandy silt fill of [c11]
11	CH25950	Circular cut filled by [c10]
12	CH26060	Sub-rectangular fill of [c13]
13	CH26060	Sub-rectangular cut filled by [c12]
14	CH26060	Irregularly shaped fill of [c15]
15	CH26060	Cut filled by [c14]
16	All	Natural parent material

Table 10. List of context descriptions from Site 136

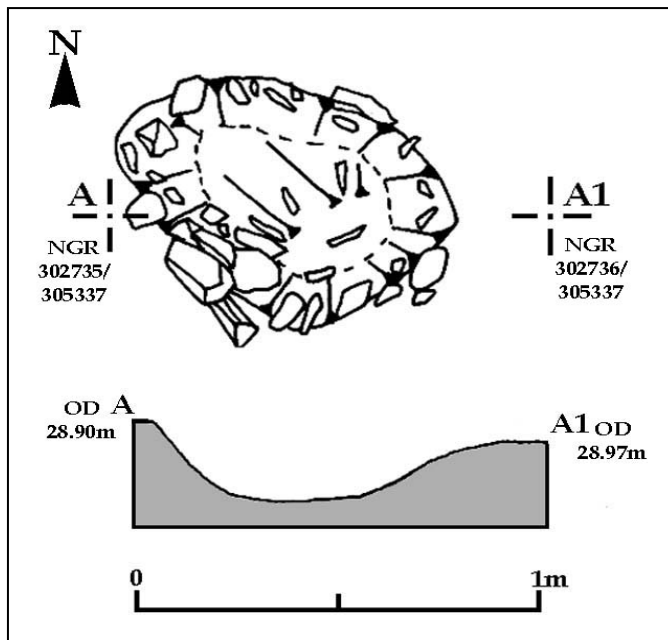


Figure 19. Site 136, [c3] at CH17580, post excavation

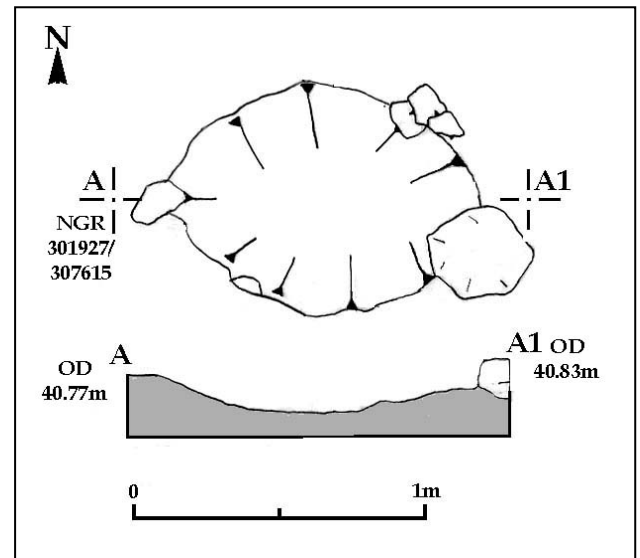


Figure 20. Site 136, CH20020, [c5] post excavation

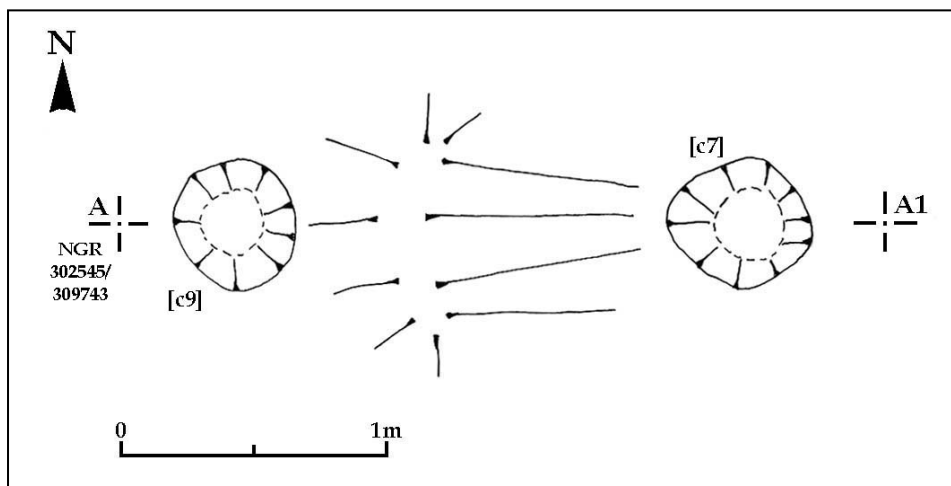


Figure 21. Site 136, plan of features [c7] & [c9] at CH22260, post excavation

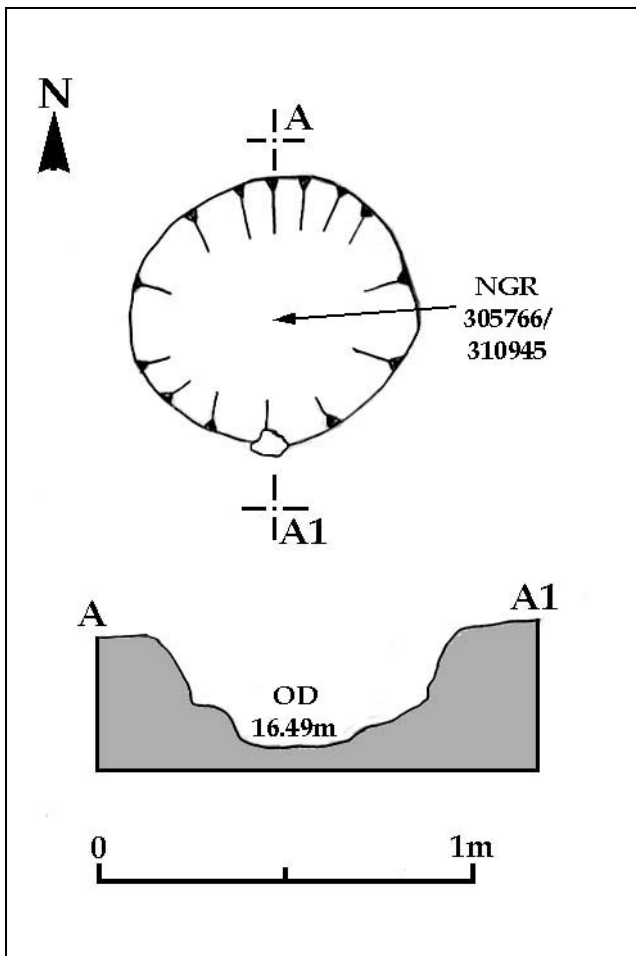


Figure 22. Site 136, CH25950, [c11], post excavation

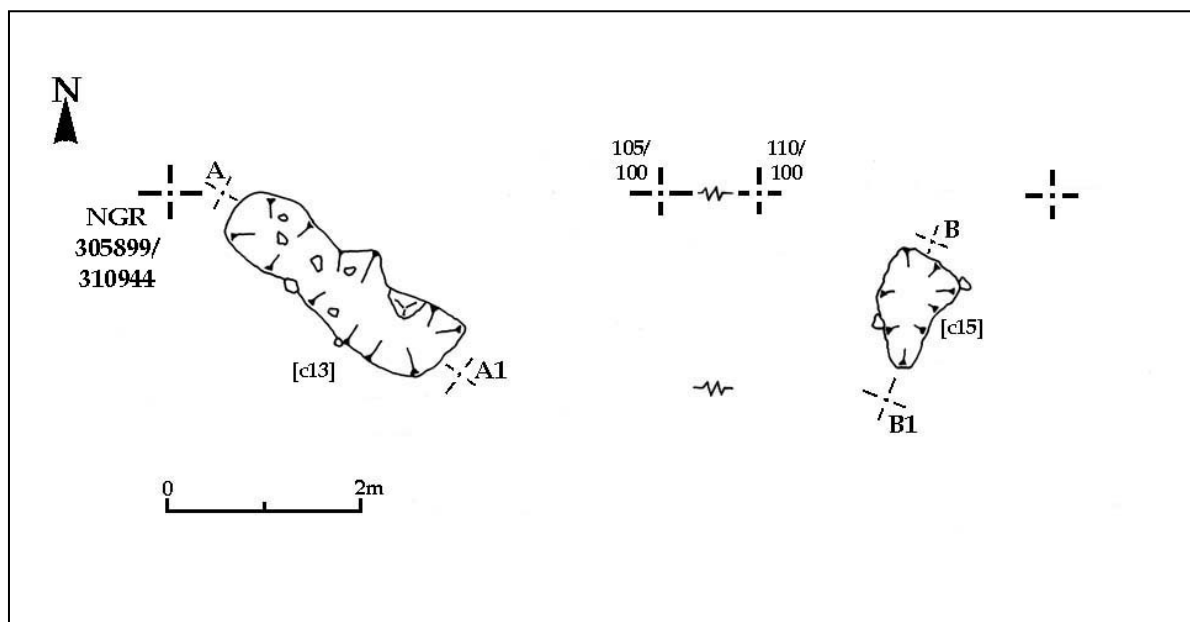


Figure 23. Site 136, CH26060, [c13] & [c15], post excavation

Licence No: A010/002

Project Site No: Site 137, Carn More 5 extension

NGR: 304884/310870

Chainage: 25040

Site Description: Cist grave

Licence Holder: Avril Hayes

Report Reference: Hayes 2005c (255-1.19)

The north side of a cist burial was cut during drainage works associated with the M1-Dundalk Western Bypass. The cist formed part of a larger cist cemetery excavated by IAC in 2003. The resolution of the site included the recording and partial excavation of the grave. The contents of the grave were excavated by hand and the cist itself was infilled and preserved *in situ*. There were no above ground indications of the site prior to or after topsoil stripping.

The interior of the cist was excavated and recorded, after which the stone-lined grave was infilled and preserved *in situ*. This site appears to have been a Bronze Age cist grave containing one adult male inhumation and an associated tripartite bowl. The pottery and skeleton are being analysed by appropriate specialists.

The partial excavation was undertaken in June 2005.

Below is a list of contexts and their descriptions (table 11). A section drawing of the cist and an interior site plan can be seen in figures 24 and 25 respectively.

Context Number	Description
1	Embankment Infill
2	Packing over capstone
3	Capstone
4	Side Stones
5	Side Packing
6	Grave cut
7	Skeleton
8	Fill: Natural silting of Cist
9	Basal paving
10	Natural subsoil (parent material)

Table 11. List of context descriptions from excavation at Site 137, Carn More

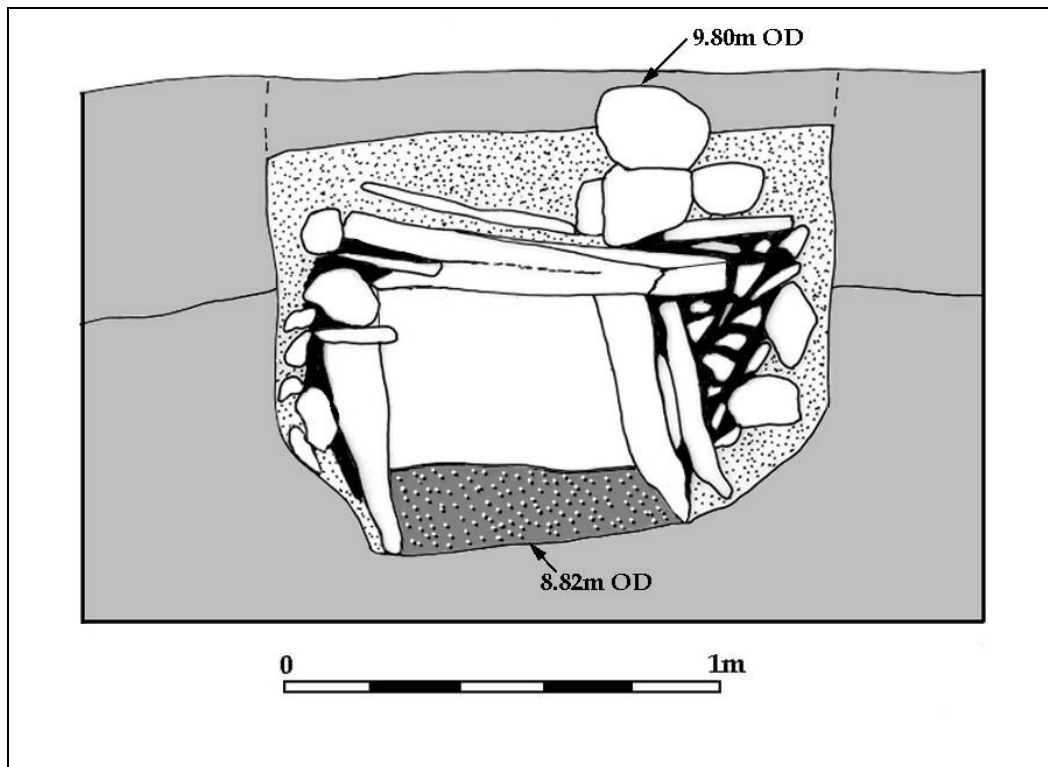


Figure 24. Site 137, north facing section of cist

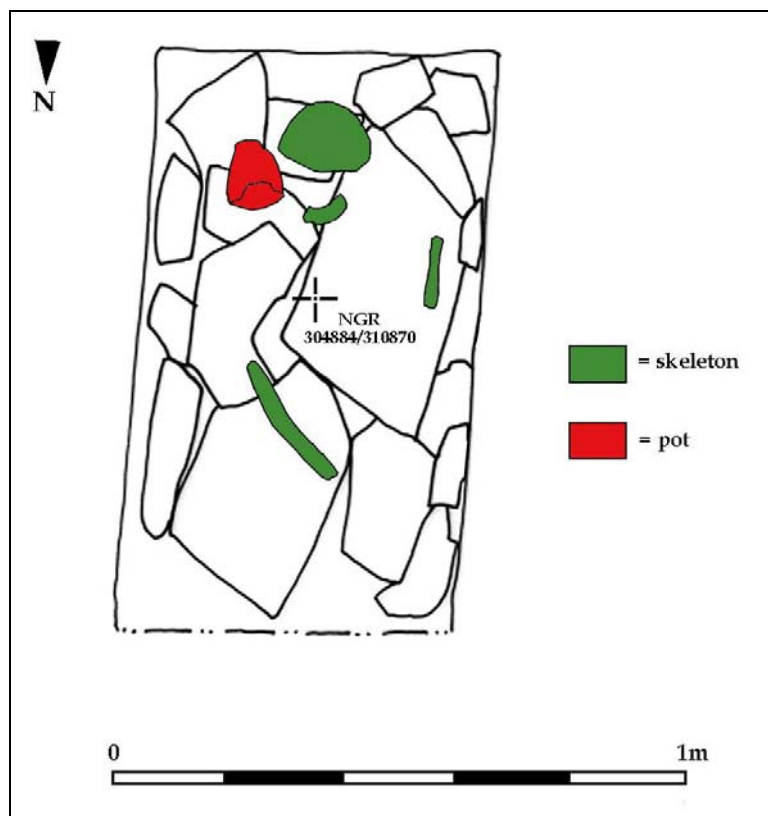


Figure 25. Site 137, plan of cist interior showing location of skeleton and pot

5. Discussion

The archaeological investigations carried out by ÆGIS Archaeology Limited along the route of the M1- Dundalk Western Bypass have produced results of significance on both a national and local level. Various levels of post-excavation analyses remain to be carried out; including artefact and osteological analysis, and radiocarbon dating, until a fuller understanding of these sites can be reached.

It must also be recognised that the interpretation of the archaeological evidence discovered during these investigations are based on the findings from a linear development. This has an obvious impact on the boundaries of the study area and it is entirely likely that associated archaeological remains are present outside the limits of the route. A number of archaeological sites excavated by IAC will be referred to during the discussion with regard to their possible association with sites excavated by ÆGIS. This brief discussion of the results of the archaeological excavations carried out by ÆGIS Archaeology will progress in a broadly chronological order. The prehistoric evidence will be discussed first and then the evidence from the early medieval period.

The excavation of a *fulacht fiadh* in Newtownbalregan area (Site 133) has provided a significant addition to Bronze Age settlement activity in the area. The *fulacht fiadh* at Newtownbalregan (Site 133) was located just over 100m from Newtownbalregan 2 (Site 112), which was the remains of a prehistoric settlement. As stated already in this report it could be that these sites formed different elements within the same community. One of the problems with the interpretation of burnt mounds is the apparent lack of associated settlement evidence accompanying such sites. The evidence uncovered at Newtownbalregan may indicate that the settlements of the constructors of these mounds may lie some distance away from the mound. This may explain the paucity of settlement evidence in relation to the amount of excavated burnt mounds or *fulachta fiadh*. While the sites in this area may be

associated the chronological significance of this geographical relationship cannot be tested by radiocarbon dating due to the lack of datable material arising from excavations at Site 133.

The Bronze Age flat cemetery uncovered at Faughart Lower (Site 134) was found 400m west of the IAC excavated site at Faughart Lower (Site 132). Both sites produced similar pottery (Helen Roche pers. Comm.) and may have formed a cohesive Bronze Age landscape in the area. Site 128 at Faughart Lower consisted of a *fulacht fiadh* and pits and was located 300m southwest of site 132. Radiocarbon dates will be sought from the charcoal recovered from the excavation. Notwithstanding the lack of radiocarbon dates, if we are to apply the same settlement pattern as is borne out by the Newtownbalregan evidence there is a strong possibility that the community burying their dead in the excavated cemeteries (Sites 132 and 134) and creating the burnt mounds at site 128, were living in the area. The potential then for a bronze age settlement site at Faughart Lower is high and may be located beyond the C.P.O. line for the route.

As stated previously in this report cist at Carn More (Site 137) is part of the same cist cemetery excavated by IAC (Site 127). The cist contained an almost complete tripartite bowl vessel (Helen Roche pers. comm.) and the remains of an adult male crouched inhumation (Linda Lynch pers. comm.). The cist is a typical example of a short rectangular Bronze Age cist. Further analysis has yet to be undertaken on the artefacts and this material will be assimilated with the IAC excavated material in order to provide a more in tact discussion. The cemetery at Carn More when compared with the cemetery at Faughart Lower reflects the variety of funeral ritual recorded within the Bronze Age in Ireland.

The investigation of a souterrain (Site 135) produced evidence for early medieval activity at Tateetra. There was no trace of an associated settlement but it may have been located beyond the CPO line to the west. The site is located some 800m north of the IAC ringfort and associated souterrain at Newtownbalregan (Site 114). Three of the capstones lining the souterrain were decorated and were probably taken from nearby sites. Their re-use in the souterrain appears to represent an opportunistic occurrence and it is probably the first excavated souterrain where decoration on re-used capstones has occurred on buried stone faces. The site at Tateetra was one of four souterrains found along the route of the M1 (Roycroft 2005). The occurrence of the souterrain at Tateetra adds to the record that County Louth forms one of the major distribution areas for these sites in the country. The potential for further archaeological remains to the west of (outside) the C.P.O. line here is high. Gallery 2 extends 8m beyond the fence line and an associated settlement may be located in this area.

6. Conclusions

Archaeological monitoring of the main topsoil strip for the Dundalk Western Bypass undertaken by Aegis Archaeology Ltd identified one *fulacht fiadh*, a bronze age flat cemetery, a souterrain and a cist grave. A number of isolated pits were also uncovered along the length of the routeway. Nothing of archaeological significance was noted during the metal detection in areas outlined in section 3. It appears from the relatively low incidence of archaeological features noted during the monitoring that the initial programme of archaeological trial trenching and subsequent stripping was comprehensive and identified most (though not all) of the archaeological sites along the route.

The archaeological investigations necessitated by the construction of this road have provided an insight into the development of human settlement in this region from prehistoric to medieval times. As stated in the previous section the full process of archaeological investigations remains to be completed. The post-excavation analysis of the various environmental samples and artefacts recovered from the excavation sites is ongoing. This process will provide a fuller understanding of the date of each site through the radiocarbon dating of the various organic remains and in depth artefact analysis.

The main topsoil strip was undertaken in six weeks from March to May 2004 with intermittent monitoring undertaken from May 2004 to February 2005. This report concludes the on site archaeological monitoring works in relation to this project.

7. Project References

Hayes 2004a Interim Progress Report 1 Monitoring at M1 Dundalk Western Bypass: 255-1.3. Aegis Unpublished Report.

Hayes 2004b Interim Progress Report 2 Monitoring at M1 Dundalk Western Bypass: 255-1.4. Aegis Unpublished Report.

Hayes, A. 2004c Interim Progress Report 3 Monitoring at M1 Dundalk Western Bypass: 255-1.5. Aegis Unpublished Report.

Hayes, A. 2004d Interim Progress Report 4 Monitoring at M1 Dundalk Western Bypass: 255-1.6. Aegis Unpublished Report.

Hayes, A. 2004e Progress Report Monitoring at M1 Dundalk Western Bypass: 255-1.7. Aegis Unpublished Report.

Hayes A. 2004f Progress Report Monitoring at M1 Dundalk Western Bypass 255-1.11. Aegis Unpublished Report.

Hayes, A. 2004g Report of the Archaeological Excavation of a *fulacht fiadh* at Site 133, Newtownbalregan 7, Dundalk, Co. Louth: 255-1.8. Aegis Unpublished Report.

Hayes, A. 2004h Preliminary Stratigraphic Report of the Archaeological Excavation of pit features at Site 134, Faughart Lower 6. Aegis Unpublished Report: 255-1.9.

Hayes, A. 2004i Preliminary Stratigraphic Report of the Archaeological Excavation of Site 136: features found during monitoring for the M1, Dundalk Western Bypass: 255-1.10. Aegis Unpublished Report.

Hayes A. 2005a Progress Report Monitoring at M1 Dundalk Western Bypass 255-1.14. Aegis Unpublished Report.

Hayes, A. 2005b Preliminary Stratigraphic Report of the Archaeological Excavation of a souterrain at Site 135, Tateetra 1, Dundalk, Co. Louth: 255-1.17. Aegis Unpublished Report.

Hayes, A. 2005c Preliminary Stratigraphic Report of the Archaeological Excavation of a cist burial at site 137, Carn More 5, Dundalk, Co. Louth: 255-1.19. Aegis Unpublished Report.

Roycroft, N. 2004a Monitoring Specifications: M1 Dundalk Western Bypass. Unpublished Report.

Roycroft, N. 2004b Archaeological Monitoring Aims: M1 Dundalk Western Bypass. Unpublished Report.

Roycroft, N 2005 'Around the bay on the Great North Road: the archaeology of the M1 dundalk Western Bypass' in *Recent Archaeological Discoveries on National Road Schemes 2004*, 65-82. Dublin: NRA.

8. Signing-Off Statement

Archaeological Firm: ÆGIS ARCHAEOLOGY LIMITED

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Client: Celtic Roads Design Group
 C/o Ascon Ltd,
 Kill,
 Co. Kildare

Signed: _____
 For AEGIS ARCHAEOLOGY LTD

Dated: October 2005

9. Archive Index Sheet

Project	M1- Dundalk Western Bypass		
Site Names /Reference	Monitoring & Metal Detection		
Licence Numbers	Monitoring-04E0335 Metal Detection 04R040		
Contractor	AEGIS Archaeology Limited		
Field Director	Avril Hayes		
Field Records			
	Items Quantity	Checked	Further Work
Site Diaries	2	Y (ah)	N/A
Maps	1 set (dated/ with aims)	Y (ah)	N/A
Record Sheets AE143	8	Y (ah)	N/A
Images Digital	198	Y (ah)	N/A
Images Photo Index AE144	10	Y (ah)	N/A
Licence Apps incl. Method Statement	2 (1 monitoring) (1 detection)	Y (ah)	N/A
Interim Reports	7	Y (ah)	N/A
Security Copy			
CD-ROM	2	Y	Include final rep
DVD	2	Y	Include final rep
Box total	1	Y (ah)	

10. Appendices

The following is a list of interim and progress reports relating to the monitoring for the M1- Dundalk Western Bypass. Each of these reports has been submitted to the certification procedure. These reports are included as an appendix to National Museum of Ireland and National Monuments Section report copies only (in order to comply with licencing requirements-as per NRA project archaeologist instructions-).

1. Interim Progress Report 1 Monitoring at M1 Dundalk Western Bypass: 255-1.3.
2. Interim Progress Report 2 Monitoring at M1 Dundalk Western Bypass: 255-1.4.
3. Interim Progress Report 3 Monitoring at M1 Dundalk Western Bypass: 255-1.5.
4. Interim Progress Report 4 Monitoring at M1 Dundalk Western Bypass: 255-1.6.
5. Progress Report Monitoring at M1 Dundalk Western Bypass: 255-1.7.
6. Progress Report Monitoring at M1 Dundalk Western Bypass 255-1.11.
7. Progress Report Monitoring at M1 Dundalk Western Bypass 255-1.14.