Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Údarás Náisiúnta Iompair
National Transport Authority

## Luas Finglas

# Environmental Impact Assessment Report 2024

## Appendix A20.2: Archaeological Monitoring and Excavation of Utility Slit Trench Works

BARRY TRANSPORTATION
egis GROUP
egis

Project Ireland 2040
*Building Ireland's Future*

Archer Heritage Planning

# Luas Finglas

## Archaeological Monitoring and Test Trench Excavation Report

**Licence No:** 23E0201
**Archaeologist:** Aidan O'Connell
**Report Author:** Aidan O'Connell

**Report Date:** 1st May 2024

**Our Ref:** 2023_11

Testing | Surveying | Excavating | Analysing | Conserving | Reporting

# Luas Finglas

| | |
|---|---|
| **SITE NAME** | Luas Finglas |
| **INVESTIGATION TYPE** | Archaeological Monitoring and Test Trench Excavation |
| **EXCAVATION LICENCE NO** | 22E0201 |
| **TOWNLAND** | Ballybogan South, Finglas Wood, Finglas West, Cardiffscastle |
| **IRISH TRANSVERSE MERCATOR** | 713245, 737139 Southern extent of scheme<br>712890, 738875 Centre of scheme<br>712755, 739385 Northern extent of scheme |
| **RMP NO** | DU014-076001. DU014-066008 |
| **RPS NO** | DCC 906. 909. 7575. |
| **ARCHAEOLOGICAL CONSULTANT** | Archer Heritage Planning Ltd. |
| **ARCHAEOLOGIST** | Aidan O'Connell |
| **REPORT AUTHOR** | Aidan O'Connell |
| **REPORT STATUS** | Final |
| **DATE OF ISSUE** | 1st May 2024 |
| **JOB REF.** | 2023_11 |

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## SUMMARY

Archaeological monitoring was undertaken at nine utility slit trench locations along the proposed Luas Finglas scheme. In addition to monitoring of utility slit trenches, test excavation was carried out at three locations within the scheme. The work was carried out between the 17th May and the 14th of August 2023. A post medieval wall was identified to the immediate east of the extant remains of King William's Ramparts (RMP DU014-066008) within one of the test trenches (ST-061). The wall was aligned NE-SW and situated 0.45m below the existing ground surface. It had dimensions of 0.75m high by 0.50m thick. The wall was constructed of angular limestone blocks, bonded with lime mortar. No remains associated with King William's Ramparts were recorded and the wall is likely a boundary/demesne wall associated with Fortwilliam House, as marked on the first edition OS 6 inch mapping (1844). A solid lime mortar surface was identified at the base of utility slit trench (ST-010), located directly south of Finglas Wood Bridge (RPS_DCC_906). The mortar was identified at a depth of 1.45m below the existing ground surface and interpreted as a localised dump of material possibly connected with construction of the bridge. No further archaeological material was identified. All monitoring and test excavation was undertaken under licence 22E0201 issued by the Department of Housing, Local Government and Heritage, in consultation with the National Museum of Ireland.

**NOTE**: All conclusions and recommendations expressed in this report are subject to the approval of the TII Project Archaeologist in direct consultation with the National Monuments Section of the Department of Housing, Local Government and Heritage (DHLGH). As the statutory body responsible for the protection of Ireland's archaeological and cultural heritage resource, the DHLGH may issue alternative or additional recommendations.

| Revision | Status | Date | Prepared by | Reviewed by | Approved by |
|---|---|---|---|---|---|
| 1 | DRAFT | 16/01/2024 | AOC (Archer) | BK (Archer) | CMG |
| 2 | Revised | 19/04/2024 | AOC (Archer) | MMcC (Archer) | CMG |
| 3 | FINAL | 01/05/2024 | AOC (Archer) | BK (Archer) | AOC |

## 1. INTRODUCTION

This report describes the results of archaeological monitoring and test excavation undertaken along the proposed route of Luas Finglas; the next proposed extension of the Luas Green Line (Figure 1). The archaeological investigations were undertaken by Archer Heritage Planning Ltd. The archaeological monitoring and test excavation was carried out between the 17th May and the 14th August 2023. The on-site works were carried out by Aidan O'Connell, Maeve McCormick and Bart Korfanty of Archer Heritage Planning Ltd.

### *1.1 Statutory Approvals*

The results of Luas Finglas STI archaeological monitoring and test excavation works detailed in this report were carried out under Licence No. 23E0201 issued to Aidan O'Connell. The licence was issued by the Department of Housing, Local Government and Heritage, in consultation with the National Museum of Ireland (NMI).

## 2. ENVIRONMENTAL AND HISTORICAL CONTEXT

The proposed scheme extends through an urban area from Broombridge, on the southern bank of the Royal Canal to Charlestown, north of Finglas Village and also contains sections of green field and modified parkland areas (Figure 1-2). A study area for the Luas Finglas EIAR has been established for the archaeological and cultural heritage constraints (excluding architectural constraints) and extends for 100m from either side of the Preferred Route alignment in urban areas and 250m in greenfield areas. Underlying geology consists of dark limestone and shale (calp) of the Lucan Formation. The formation comprises dark-grey to black, fine-grained, occasionally cherty, micritic limestones that weather paler, usually to pale grey. There are rare, dark, coarser grained calcarenitic limestones, sometimes graded, and interbedded dark-grey calcar. The overlying soils predominantly comprise till derived from limestone, with gravels derived from limestone and gravelly alluvium also occurring along the Tolka Valley[1].

The archaeological monitoring and test excavation works, which are the subject of this report were undertaken within a rich Cultural Heritage environment, centered around the medieval village of Finglas, the River Tolka, the Royal Canal and the Midland Great Western Railway. The earliest evidence for human occupation along the alignment of the proposed scheme dates to the 6th century AD, when an ecclesiastical enclosure dedicated to St Canice was founded in Finglas. The Finglas area was occupied by a manor, which contained an episcopal residence, in the ownership of the Archbishop of Dublin for much of the medieval period. Various estate houses began to be established in the area during the 17th and 18th centuries, by which time Finglas village had developed as a market centre. The cultural

[1] https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228

heritage constraints on, or immediately adjacent to, the alignment of the proposed scheme reflect the continued occupation of the area from the 6th century AD to the present day. The study area contains a number of known archaeological sites (and their associated Zones of Notifications), which are listed in the Record of Monuments and Places (RMP; see Figure 2). The key archaeological constraints within the study area are the historic settlement of Finglas (RMP DU014-066----) and its defenses (King William's Ramparts) (RMP DU014-066008-), St Patrick's Well (RMP DU014-066002-) and the levelled site of a tower house in Tolka Valley (RMP DU014-076001-), which is located approximately 1.8km to the south of the historic core of Finglas village. The site of St Canice's Church and Graveyard (RMP DU014-066009- and RMP DU014-066012-), which is located outside the eastern side of the study area, forms a key archaeological constraint within the wider environs of the proposed scheme. The potential that subsurface remains of an earlier ecclesiastical site extending beyond its current boundary is noted. There are no RMP's within the section of the study area to the north of the historic core of Finglas village, however, there is the potential for the presence of sub-surface archaeological sites, features and objects within the environs of the proposed scheme, including buried elements of known archaeological sites, as well as previously unrecorded archaeological sites (TII 2022).

### *2.1 Previous archaeological investigations*

There has been one previous licensed archaeological investigation carried out along the proposed extension to the existing Luas Green Line (Luas Finglas), County Dublin. This was archaeological monitoring of Luas Finglas Ground Investigations borehole and Trial pits undertaken under Excavation Licence 21E0657 by Yvonne Whitty. The summary results of the investigation are reproduced below from the online excavations bulletin[2].

> *A total of 52 GI locations required archaeological monitoring due to their proximity to either a Recorded Monument and Place, or other area of archaeological potential. Archaeological monitoring of these works took place between the 22nd September 2021 and 17th January 2022.*
>
> *The works generally comprised the excavation of borehole and window sample inspection pits that were on average 1m long x 0.5m wide x 1.2m deep. Borehole drilling was monitored to a maximum depth of 7.3m, to determine the depth of made ground and any original ground of archaeological potential that survived in situ. Trial pits were excavated to a depth of 4.5m and were on average 2m long x 0.5m wide.*
>
> *Monitoring of the GI works confirmed the natural ground comprises a blanket of cohesive glacial till (Dublin Boulder Clay), with localised areas of glaciofluvial sands and gravels, deposited along the path of the Tolka River System. The Tolka Valley Park comprised landfill, which was on average 5m in depth and sealed natural ground.*

[2] https://excavations.ie/report/2022/Dublin/0031434/

*Only one potential feature, a possible wall was identified during monitoring at Broombridge (inspection pit LF WS 1023). This feature was identified in the environs of the Royal Canal, which may relate to the historic limestone bridge at Broome Bridge (DCC RPS 909), or an associated historic structure. No further archaeology or archaeological objects were found during monitoring of the GI works.*

## 3. METHODS

### *3.1 Aims*

The programme ofarchaeological works for Luas Finglas utility slit trench investigations was to:

1. Undertake archaeological monitoring of utility slit trench works to identify and record any objects, features and deposits of archaeological potential and to establish their character and condition within the confines of the utility slit trench and ot protect same in situ (where feasible and practicable; see Section 3.2);
2. Undertake targeted test excavations to determine the archaeological potential of 2 number areas of archaeological potential (see Section 3.3); and
3. Record all positive and negative results of same within this report, such that it can subsequently be used to inform the Luas Finglas Environmental Impact Assessment Report (EIAR), and the Railway Order (RO) Application Process. The information will also facilitate the detailed design, planning and future diversion of Utility Services away from the proposed Luas Finglas alignment, should an Enforceable RO be granted by An Bord Pleanála.

### *3.2 Excavation Strategy; Archaeological Monitoring*

Archaeological monitoring of STI works was carried out at 12 separate locations as determined by the Project Archaeologist and the Luas Finglas Design Team. The results are detailed below in Table 1 and their locations are illustrated on Figures 2-6 and Figures 8-9. All of the work was carried out by the works contractor (Circet Ireland). This involved the mechanical excavation, under archaeological supervision, of concrete/tarmac and underlying soils. Limited hand-digging was undertaken either at the request of the monitoring archaeologist and in proximity to services lines.

### *3.3 Excavation Strategy; Archaeological Test Excavation*

Due to the difficulty of excavating archaeological trenches in an urban environment, where multiple live services are present and civil engineering works/traffic management supports are required for any ground excavations, it was not possible to have a standalone archaeological contract. Therefore the Luas Finglas Utility Slit Trench Investigation works contract was also used as a vehicle for the undertaking of archaeological test excavation works. Three of the slit trenches (ST-061, ST-062 & ST-

063) were positioned at locations believed to mark known archaeological constraints and, therefore, likely to expose sub-surface archaeological stratigraphy. Consequently, they were excavated for archaeological purposes, i.e., they were treated as archaeological test trenches. The results of the test excavation are detailed below in Table 2 and their locations are illustrated on Figures 7 and 8. Test trench ST-061 was excavated north of Patrickswell Court, in a green area to the immediate east of the extant remains of King William's Ramparts (RMP DU014-066008). The purpose of this test trench was to determine if any sub-surface archaeological remains of, or associated with, the ramparts survived at this location. Test trenches ST-062 and ST-063 were excavated in the green area to the south of Ravens Court and east of Cardiff Castle Road. Both of these test trenches targeted the perceived location of a burial ground. According to local information, human remains were found within this green area during the construction of the Raven's Court housing development and, as a consequence, the initial plan to build additional housing here was stopped. The TII project Archaeologist has discussed this with the Dublin City Archaeologist, who has no ready record of such a discovery. The archaeological test trenches were therefore precautionary.

## 4. RESULTS

Archaeological Monitoring of utility slit trenches was carried out at 9 locations, along with Archaeological Test Excavation trenches at a further 3 locations. These are detailed below in Table 1 (Utility Slit Trenches) and Table 2 (Archaeological Test Excavation Trenches).

| Slit Trench | Townland | Dimensions LxWxD(m) | Descriptions |
|---|---|---|---|
| ST-001a | Ballybogan South | 3.4m x 0.75m x 0.60-1.20m | ST-001a (Figure 3; Plate 1) was located on the north bank of the Royal Canal and extended NNE-SSW from the north bank of the Royal Canal at Broome Bridge (RPS_DCC_909) and through the adjacent towpath. ST-001b extended to the WNW from the northern end of this trench.<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.10: Tarmac.<br>0.1-0.30m: Base material consisting of compacted crushed stone.<br>0.30m-1.20m: Re-deposited yellow brown clay.<br>The southern end of the trench was 1.2m deep and excavation ceased on identification of a cast iron trunk main. The northern end of the trench was 0.6m deep. A second (higher) cast iron main was exposed here.<br>No archaeology found. |

| Slit Trench | Townland | Dimensions LxWxD(m) | Descriptions |
|---|---|---|---|
| ST-001b | Ballybogan South | 7.65m x 0.75m x 1.50m | ST-001b (Figure 3; Plate 2) extended WNW-ESE from ST-001a along the northern side of the tow path on the north bank of the Royal Canal at Broome Bridge (RPS_DCC_909).<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.30m: Sod<br>0.30-1.50m: Compact brownish yellow clay.<br>A vertically set wavin pipe (protecting a pressure valve; see Plate 2, background) was identified at the western end of the trench and excavation ceased at this point.<br>No archaeology found. |
| ST-002 | Ballybogan South | 12.70m x 0.54m x 0.60-1.4m | ST-002 (Figure 3; Plate 3) was aligned north-south and located along the western boundary of the car park in the industrial estate directly north of Broome Bridge (RPS_DCC_909).<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Tarmac<br>0.10-0.40m: Base material/levelling layer beneath tarmac consisting of compact brown stony clay.<br>0.40m-base: Yellow brown redeposited plastic clay.<br>Numerous services were identified within this trench, resulting in fluctuations in depth. These are described from south to north:<br>0-2.50m from south; 0.75m deep: A large cast iron pipe (?trunk main) was identified at 1-1.50m.<br>2.50-9.50m: The trench depth was increased to 1.40m deep at a distance of 2.50m from the southern end of the trench. A water pipe (wavin) was identified at 9.50m from the southern end of the trench at a depth of 0.60m.<br>9.50-10.50m; 0.60m deep: The depth of ST-002 was reduced to 0.60m following the identification of the water pipe (see above). A section of ESB ducting was identified at 10.50m from the southern end of the trench.<br>10.50-12.70m; 1.20m deep: The trench depth was increased to 1.20m at this location. This depth was maintained to the end of the trench. A cast iron watermain was identified at 11.40m from the southern end of the trench.<br>No archaeology found. |

| Slit Trench | Townland | Dimensions LxWxD(m) | Descriptions |
|---|---|---|---|
| ST-009 | Finglas Wood | 10m x 0.6m x 1.5m | ST-009 (Figure 4; Plate 4) was aligned NW-SE and located towards the south of Tolka Valley Park. It was situated c. 22m south of Finglas Wood Bridge (RPS_DCC_906) and c. 235-240m southeast of RMP DU014-076001- (Castle - Tower House). The slit trench extended across a tarmac pathway and the parkland margins on either side. It was excavated in two halves in order to maintain pedestrian access to the Ballyboggan Road. The trench was excavated to the depth of 1.50m. The fill of the trench comprised layered 'made ground'.<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Sod/tarmac<br>0.10-0.80m: Yellow hardcore/crushed stone<br>0.80-1.50m: Compact dark brown loamy clay with modern refuse. A small quantity of cut stone was observed at the western end of this lower fill. The stone consisted of a small dressed limestone block. As the stone was situated at the base of the trench, it was not safe to retrieve it. The location of the stone was recorded and it was left in situ. Services ducting was noted at either side of the pathway.<br>No archaeology found. |

| Slit Trench | Townland | Dimensions LxWxD(m) | Descriptions |
|---|---|---|---|
| ST-010 | Finglas Wood | 4.0m x 0.6m x 1.45m | ST-10 (Figure 4; Plates 5-6) was aligned E-W and located towards the south of Tolka Valley Park. It was situated directly south of Finglas Wood Bridge (RPS_DCC_906) and c. 215-220m southeast of RMP DU014-076001-(Castle - Tower House). The slit trench extended across a tarmac pathway and the eastern parkland margin. The excavated material comprised modern layered 'made ground'. The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Tarmac.<br>0.1-0.55m: Mixed levelling layer consisting of compacted crushed stone and small-medium sub-angular stones<br>0.55-0.97m: Crushed stone and small-medium sub-angular stones in a matrix of yellow/brown clay<br>0.97-1.45m: Dark brown stony clay.<br>The base of the trench consisted of a layer of solid lime mortar (Plate 6). This may represent a localised dump of material possibly associated with construction of the adjacent bridge. Slit trench excavation ceased at the upper surface of this layer. |
| ST-011 | Finglas Wood | 10m x 06m x 1.5m | ST-011 (Figure 5; Plate 7) was located at the north of Tolka Valley Park and directly south of Tolka Valley Road. It was c. 95m NW of RMP DU014-076001 (Castle – tower house). The trench was aligned north-south through parkland to a maximum depth of 1.5m. The trench stratigraphy was consistent and comprised the following:<br>0-0.25m: Sod and topsoil<br>0.25-0.90m: Compacted brownish yellow re-deposited clay containing fragments of modern refuse.<br>0.90-1.50m: Compacted mid to light brown re-deposited clay containing fragments of modern refuse.<br>The two lower fills were of modern origin and the refuse fragments included items of plastic and steel. None were retained.<br>No archaeology found. |

| Slit Trench | Townland | Dimensions LxWxD(m) | Descriptions |
|---|---|---|---|
| ST-014 | Finglas Wood | 6.5m x 0.75m x 1.55m | This trench (Figure 6; Plate 8) was excavated through modified parkland / former demesne c. 140m SW of St Helena House (RPS_DCC_7575). It was excavated in its entirety through deposits of 'made ground'. The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Sod.<br>0.10-0.50m: Mid brown loamy clay.<br>0.50-1.55m: Compact stony grey clay with red brick fragments. This layer was visible along the base of ST-014. However, excavation ceased at 1.55m as per the contract requirements and natural subsoil/till was not encountered.<br>No archaeology found. |
| ST-030 | Cardiffscastle | 3.3m x 0.75m x 1.5m | This trench (Figure 9; Plate 9) was located adjacent to Mellowes Park to the rear of Finglas Fire Station and the water treatment plant. It was excavated through a tarmac vehicular entrance to the adjacent parklands. The excavated stratigraphy at the western end (1.3m) of the trench consisted of:<br>0-0.08m: Tarmac<br>0.08-0.70m: Road base material/tarmac<br>0.70-1.50m: Yellow brown compact redeposited clay.<br>The remainder of the trench consisted of hardcore material underlying the tarmac.<br>No archaeology found. |
| ST-031 | Cardiffscastle | 5.80m x 0.75m x 1.5m | This trench (Figure 9; Plate 10) was aligned NE-SW and located in parkland at Mellowes Park c. 115m NW of the water treatment plant. It was excavated in its entirety through deposits of 'made ground'. The trench stratigraphy was consistent and comprised the following:<br>0-0.20m: Sod and topsoil<br>0.20-1.50m: Re-deposited mid brown loamy clay<br>The base of the trench consisted of light grey brown clay.<br>No archaeology found. |

Table 1: Utility Slit Trench Monitoring

| Test Trench | Townland | Dimensions (m) | Descriptions |
|---|---|---|---|
| ST-061 | Finglas West | 5.0m x 2.0m x 1.4m | ST-61 (Figure 7; Plates 11-12) was a NW-SE aligned archaeological test trench located north of Patrickswell Court to the immediate east of the extant remains of King William's Ramparts (RMP DU014-066008). It was excavated to a depth of 1.20-1.45m (Plate 11). The trench stratigraphy was consistent and comprised the following:<br>0-0.15m: Topsoil<br>0.15-0.35m: Modern levelling/landscaping layer<br>0.35-0.95m: Layer of modern rubble with refuse<br>0.95-1.45m: Dark brown friable clay<br>A stone wall (Figure 7; Plate 12) was located 1.03m from the SE end of the trench. The wall was aligned NE-SW and its surviving top was located 0.45m below the existing ground surface. The wall was 0.50m thick and faced on both sides. It was constructed of angular limestone blocks, bonded with lime mortar. The exposed height of the wall was recorded as 0.75m within the excavated test trench. However, it is noted that due to water ingress to the NW and a restriction in the excavation depth at the SE of the trench, the base of the wall was not exposed in the course of the archaeological works. No remains associated with King William's Ramparts (RMP DU014-066008) were recorded within the trench and the wall is likely to be a boundary/demesne wall associated with Fortwilliam House (see below, Section 5). |
| ST-062 | Finglas West | 8m x 0.8m x 1.5m | This trench (Figure 8) was excavated in green space to the east of Cardiff Castle Road and south of Raven's Court. It was aligned roughly east-west. The trench was excavated in order to assess the location of a potential burial ground following informal reporting of the discovery of human remains during construction work in the vicinity of Mellowes Court/Ravens Court. The location of the trench was modified from the approved MS in order to avoid existing mature trees and associated roots.<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Sod<br>0.1-0.90m: Imported brown loamy clay.<br>Two service trenches were recorded within this trench. A watermain pipe was located 1.55m |

| Test Trench | Townland | Dimensions (m) | Descriptions |
|---|---|---|---|
| | | | from the eastern end of the trench at 0.75-0.90m deep. To the immediate west of this, an ESB duct was recorded at 0.95m deep. No archaeology found. |
| ST-063 | Finglas West | 9.5m x 0.75m x 0.9-0.93m | This ENE-WSW aligned test trench (Figure 8) was excavated in green space opposite Cardiff Castle Road, Mellowes Court and Cappagh Road following informal reporting of the discovery of human remains during construction work in the vicinity of Mellowes Court/Ravens Court. The location of the trench was modified from the approved MS in order to avoid existing mature trees and associated roots. It was also set back slightly from the location of the watermain pipe recorded in ST-062.<br>The trench stratigraphy was consistent and comprised the following:<br>0-0.10m: Sod<br>0.10-0.90m/0.93m: Imported brown loamy clay. A layer of compact yellow stony natural clay was identified at the base.<br>No archaeology found. |

Table 2: Utility Slit Trench Test Excavation

## 5. DISCUSSION

The stone wall identified within archaeological test trench ST-061 is located below a green area to the immediate NW of (present day) Patrickswell Court at ITM 712765, 738765. The first edition OS 6-inch mapping (1844) shows an extant section of King William's Ramparts (RMP DU014-066008-) directly west of the test trench location. The aim of this test trench was to determine if any sub-surface remains associated with the ramparts survived at this location. As the excavated deposits to the NW of the wall appeared to be in a disturbed state and incorporating modern plastic fragments, it is concluded that no elements of the earthworks survive at this location. The identified wall, although located on the alignment of the ramparts would appear to mark the boundary of the demesne attached to the former house located at the junction of Church Road and Cappagh Road. This house is marked as 'Spring Mount' on the first edition OS 6-inch map (1844) and 'Fort William' on the OS 25-inch map (1906-9). Surviving extant elements of a wall were noted to the east. These are also in alignment with the ramparts. Following archaeological recording, the test trench was re-instated and the wall is preserved-in-situ.

A surface of a solid lime mortar layer was identified at the base of ST-010 at ITM 713137, 737571. The slit trench was located directly south of Finglas Wood Bridge (RPS_DCC_906). The mortar was

identified at a depth of 1.45m below the existing ground surface at the base of the trench. Given its proximity to the bridge, it is unlikely that it represents a former pathway. Consequently, it is interpreted as a localised dump of material possibly associated with the construction of the bridge. Following archaeological recording, the test trench was re-instated and the mortar layer is preserved-in-situ.

A small quantity of cut stone was also observed in the fill of ST-009 at ITM 713126, 737553 (c. 22m south of Finglas Wood Bridge). The cut stone is preserved in situ at the western end of the slit trench.

No evidence was recorded in Archaeological Test Trenches ST-062 and ST-063 for the existence of the potential burial ground under green space opposite Ravens Court and east of Cardiff Castle Road.

All findings of this report will be reviewed by the TII Project Archaeologist to assess the potential impacts of the scheme.

## 6. BIBLIOGRAPHY

TII (2022) 'Luas Finglas EIA Scoping Report'. Viewed at: https://downloads.luasfinglas.ie/reports/Environmental%20Impact%20Assessment%20Scoping%20Report.pdf

Aidan O' Connell

1st May 2024

## APPENDIX 1 EXCAVATIONS SUMMARY

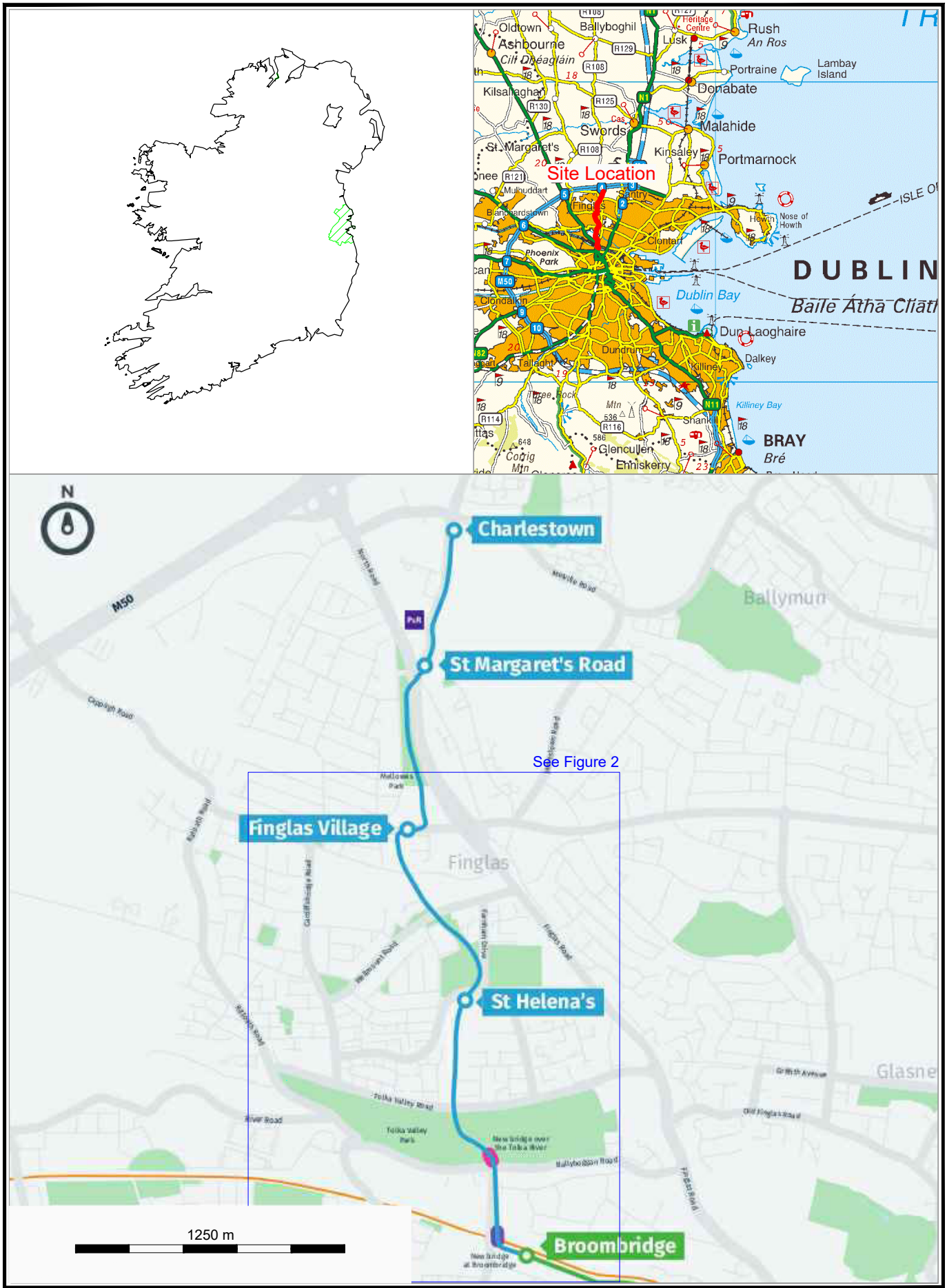
Date excavation completed:14th August 2023

| | |
|---|---|
| Year: | 2023 |
| County | Dublin |
| Author | Aidan O'Connell |
| Address | Archer Heritage Planning, 1 Tenure Business Park, Tenure, Co. Louth. A92 K2VF. |
| Site name | Luas Finglas Utility Slit Trench Investigations |
| Site type | Post medieval |
| ITM E | 712890 |
| ITM N | 738875 |
| SMR | DU014-076001. DU014-066008 |
| Licence | 22E0201 |

Archaeological monitoring was undertaken at nine utility slit trench locations along the proposed Luas Finglas scheme. Also, test excavation was carried out at three locations within the scheme. The work was carried out between the 17th May and the 14th of August 2023. A post medieval wall was identified to the immediate east of the extant remains of King William's Ramparts (RMP DU014-066008). The wall was aligned NE-SW and its surviving top was located 0.45m below the existing ground surface. It had dimensions of 0.75m excavated height by 0.50m thick. The wall was constructed of angular limestone blocks, bonded with lime mortar. No remains associated with King William's Ramparts were recorded and the wall is likely to be a boundary/demesne wall associated with Fortwilliam House, as marked on the OS first edition 6-inch mapping (1844). A solid lime mortar surface was identified at the base of a utility slit trench located directly south of Finglas Wood Bridge (RPS_DCC_906). The mortar was identified at a depth of 1.45m below the existing ground surface and interpreted as a localised dump of material possibly associated with the construction of the bridge. A small quantity of cut stone was recorded in another utility slit trench located a short distance to the south of the bridge. No further archaeological material was identified.

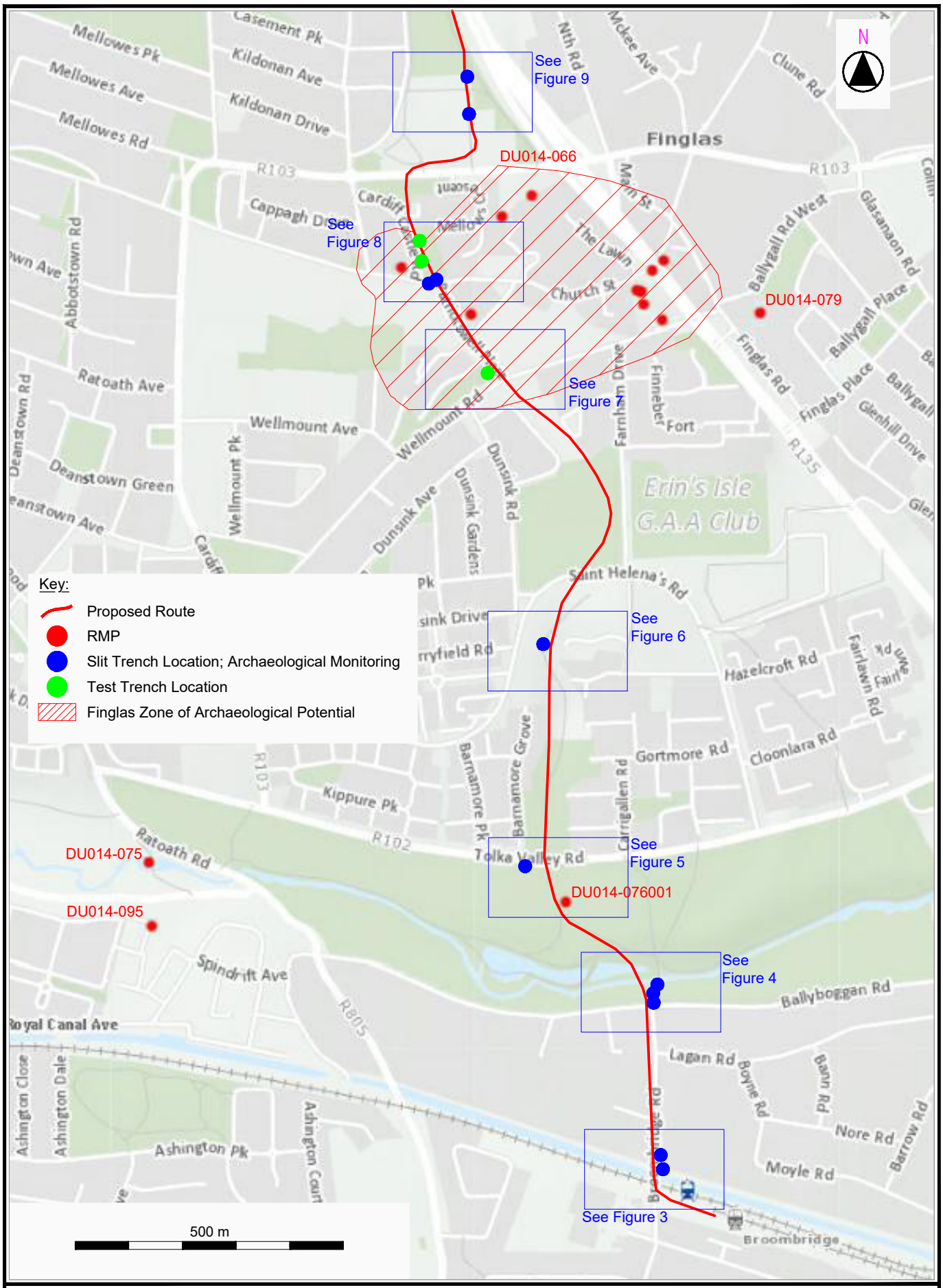
## APPENDIX 2 TII REPORT METADATA

| Data field | Description of required data |
|---|---|
| Record No. | 22E0201 |
| Site Name | Luas Finglas Utility Slit Trench |
| Townland URL | https://www.logainm.ie/en/17317 https://www.logainm.ie/en/17568 https://www.logainm.ie/en/1371589 |
| County | Dublin |
| Type of Report | Archaeological monitoring of utility slit trenches and archaeological test excavation trenches |
| Scheme name | Luas Finglas |
| Client | CIRCET Ireland on behalf of Transport Infrastructure Ireland |
| Description | Archaeological monitoring was undertaken at nine utility slit trench locations along the proposed Luas Finglas scheme. Also, test excavation was carried out at three locations within the scheme. The work was carried out between the 17th May and the 14th of August 2023. A post medieval wall was identified to the immediate east of the extant remains of King William's Ramparts (RMP DU014-066008). The wall was aligned NE-SW and its surviving top was located 0.45m below the existing ground surface. It had dimensions of 0.75m excavated height by 0.50m thick. The wall was constructed of angular limestone blocks, bonded with lime mortar. No remains associated with King William's Ramparts were recorded and the wall is likely a boundary/demesne wall associated with Fortwilliam House, as marked on the OS first edition 6-inch mapping (1844). A solid lime mortar surface was identified at the base of a utility slit trench located directly south of Finglas Wood Bridge (RPS_DCC_906). The mortar was identified at a depth of 1.45m below the existing ground surface and interpreted as a localised dump of material possible associated with the construction of the bridge. A small quantity of cut stone was recorded in another utility slit trench located a short distance to the south of the bridge. No further archaeological material was identified. |
| Site Director | O'Connell, Aidan |
| Author 2 | - |
| Archaeological Consultancy | Archer Heritage Planning Ltd. |
| Report Date of submission | 2024, April |
| Period 1 | Post medieval |
| ITM Easting (representative of the excavated area e.g. centroid) | 712890 |
| ITM Northing (representative of the excavated area e.g. centroid) | 738875 |




| | | | |
|---|---|---|---|
| Archer Heritage Planning / circet Ireland | Luas Finglas Slit-Trench Investigation | Scale: | 1:25,000 A4 |
| | | Date: | April 2024 |
| | Archaeological Monitoring and Test Excavation | Origin: | TII |
| | | Ref: | 2023_11_Ass_01 |

Figure 1: Proposed Luas Finglas Routemap




| | | |
|---|---|---|
| Archer Heritage Planning / circet Ireland | Luas Finglas Slit-Trench Investigation | Scale: 1:10,000 A4 |
| | | Date: April 2024 |
| | Archaeological Monitoring and Test Excavation | Origin: NMS |
| | | Ref: 2023_11_Ass_02 |

Figure 2: Keymap of proposed route of Luas Finglas in relation to known RMPs and utility slit trenches

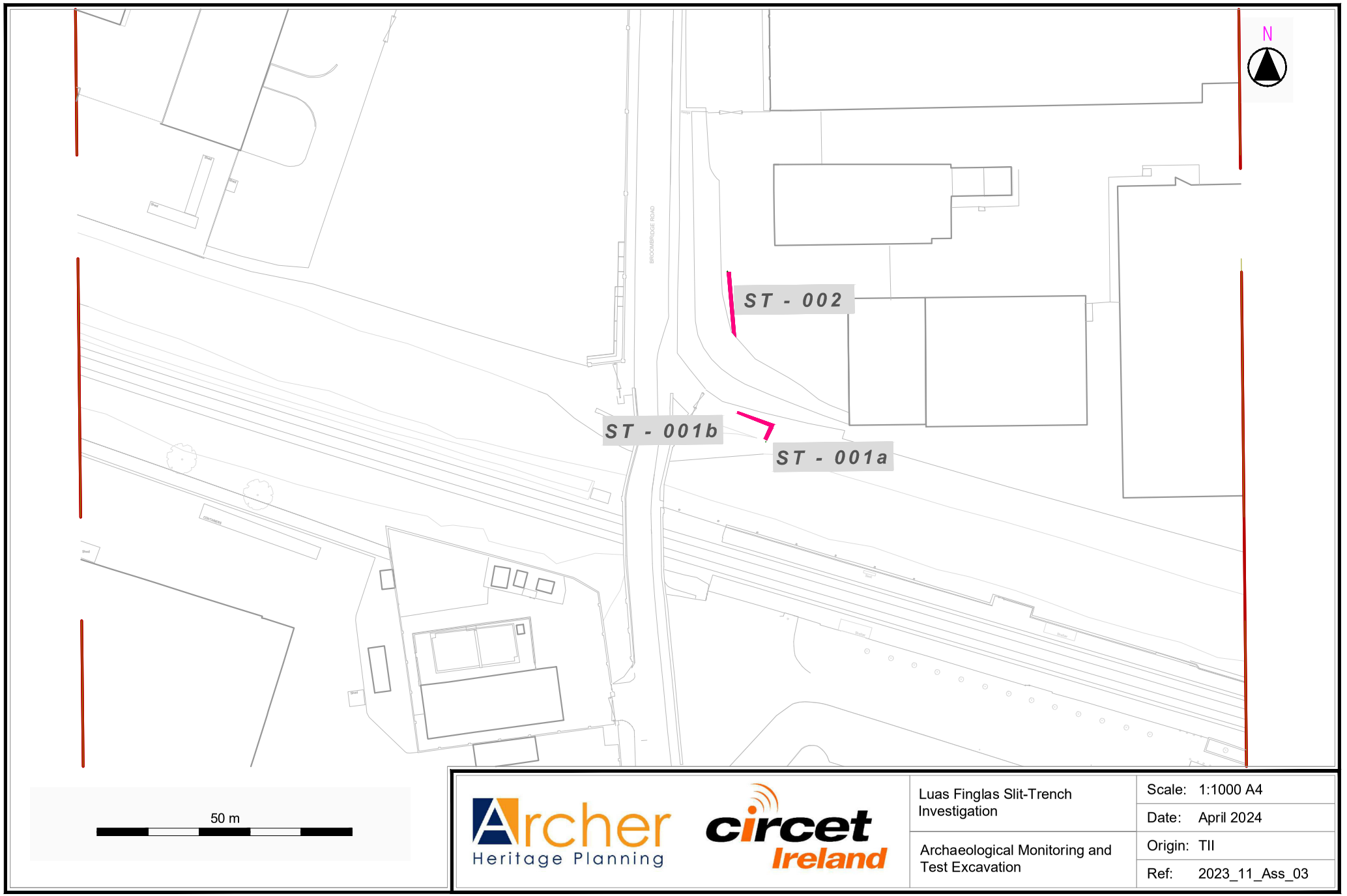



Figure 3: Detailed Utility Slit Trench Location Plan (i)

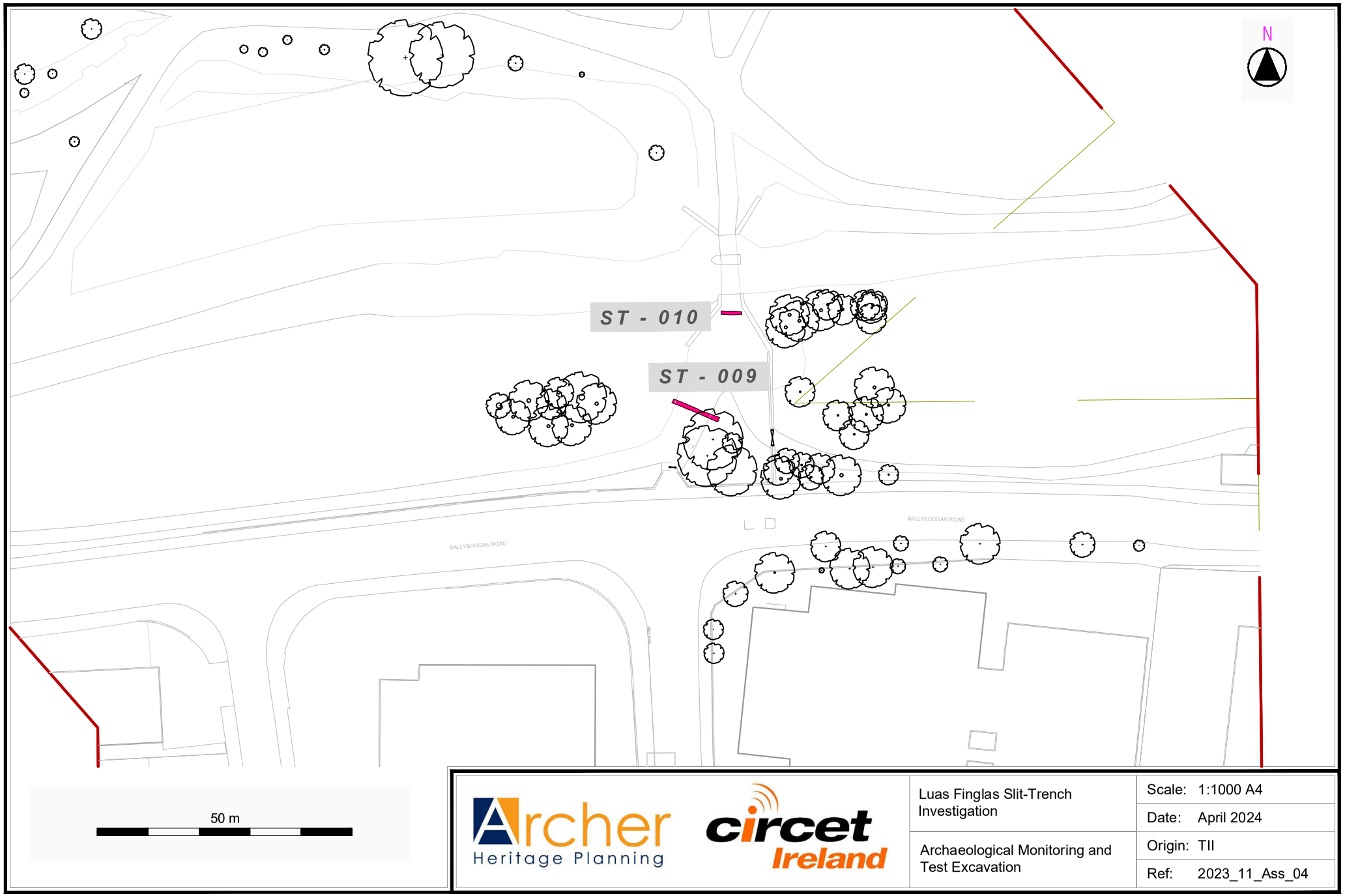



Figure 4: Detailed Utility Slit Trench Location Plan (ii)

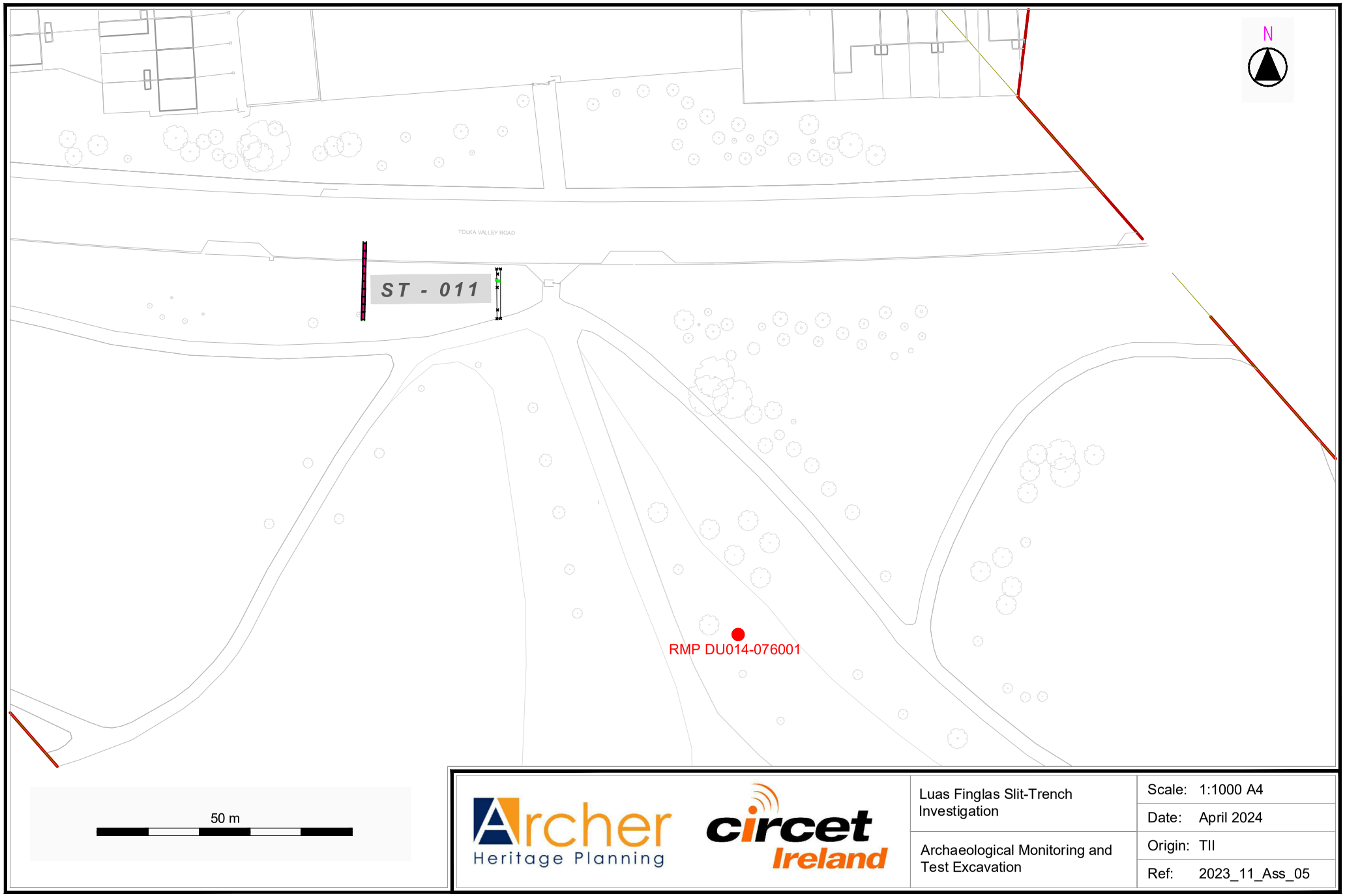



Figure 5: Detailed Utility Slit Trench Location Plan (iii)

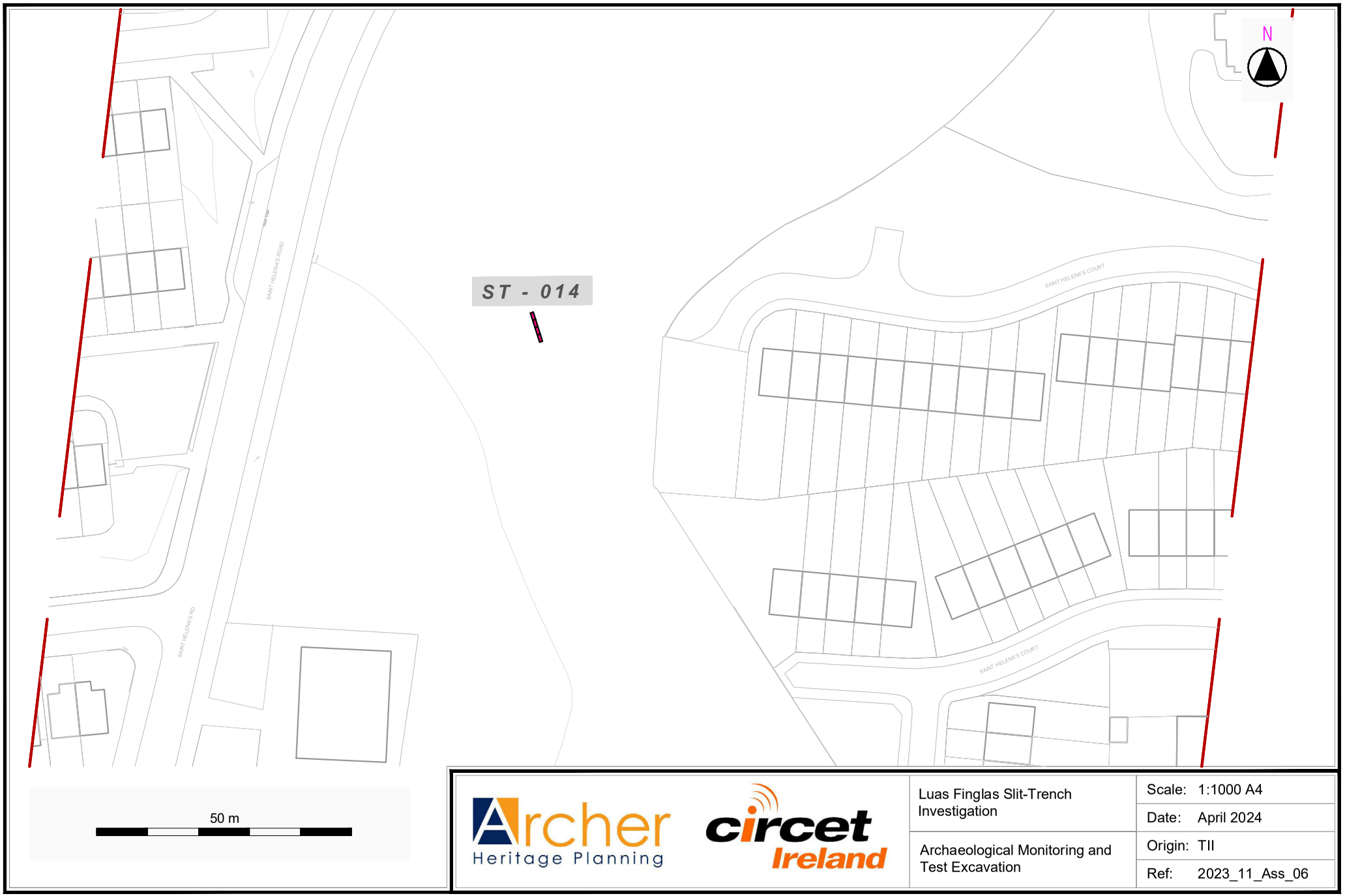



Figure 6: Detailed Utility Slit Trench Location Plan (iv)

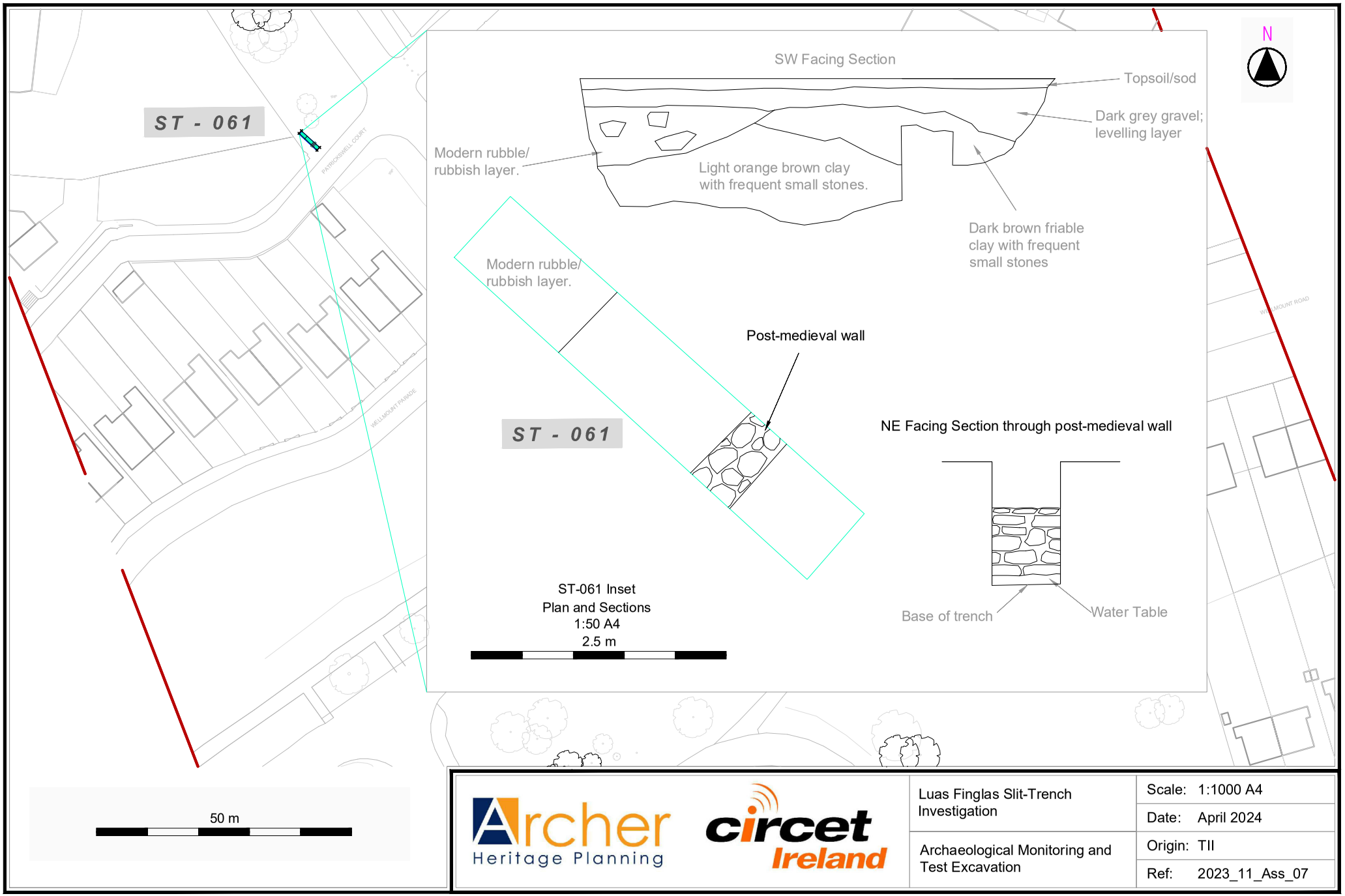



Figure 7: Detailed Utility Slit Trench Location Plan (v)

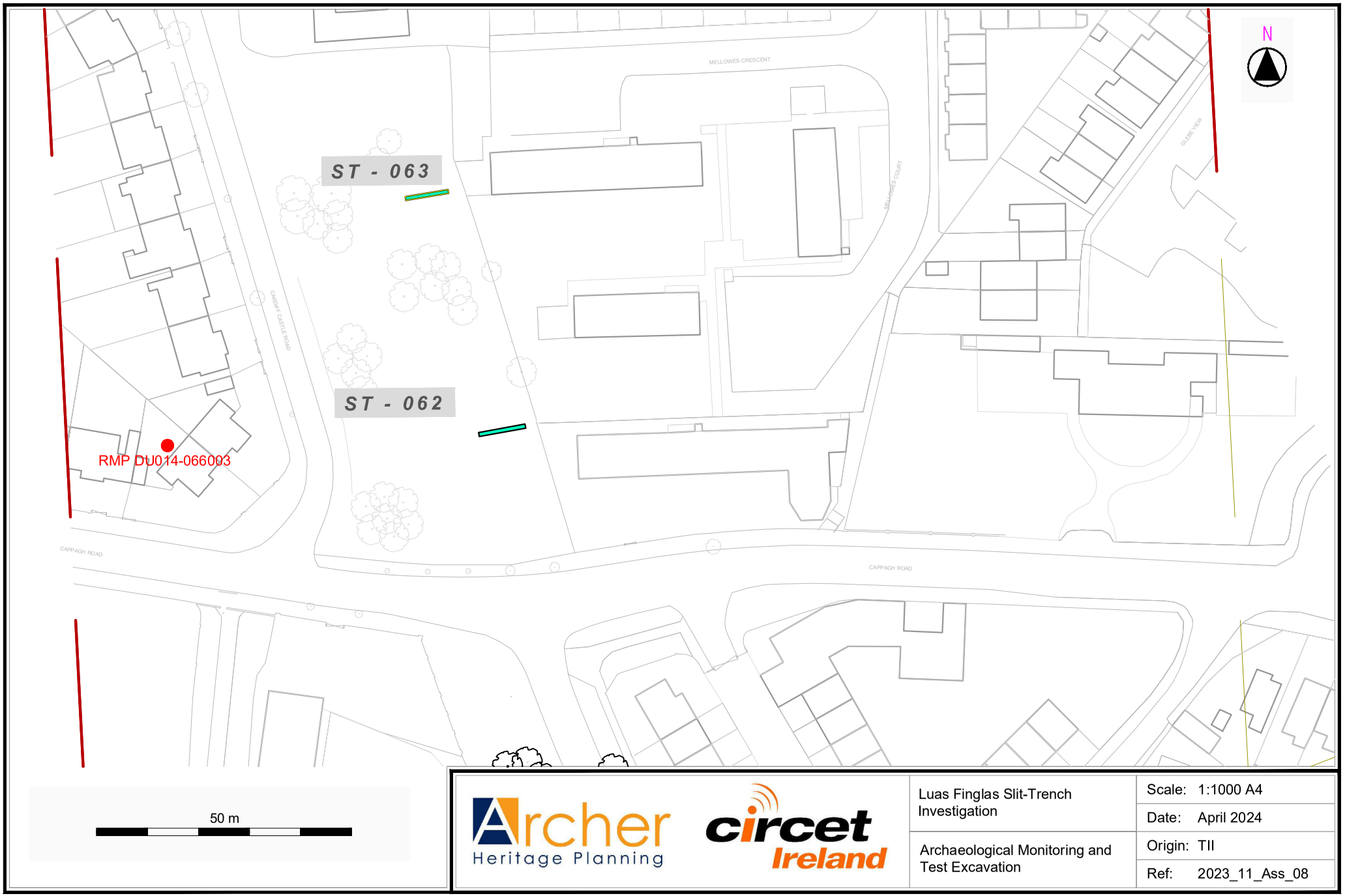



Figure 8: Detailed Utility Slit Trench Location Plan (vi)

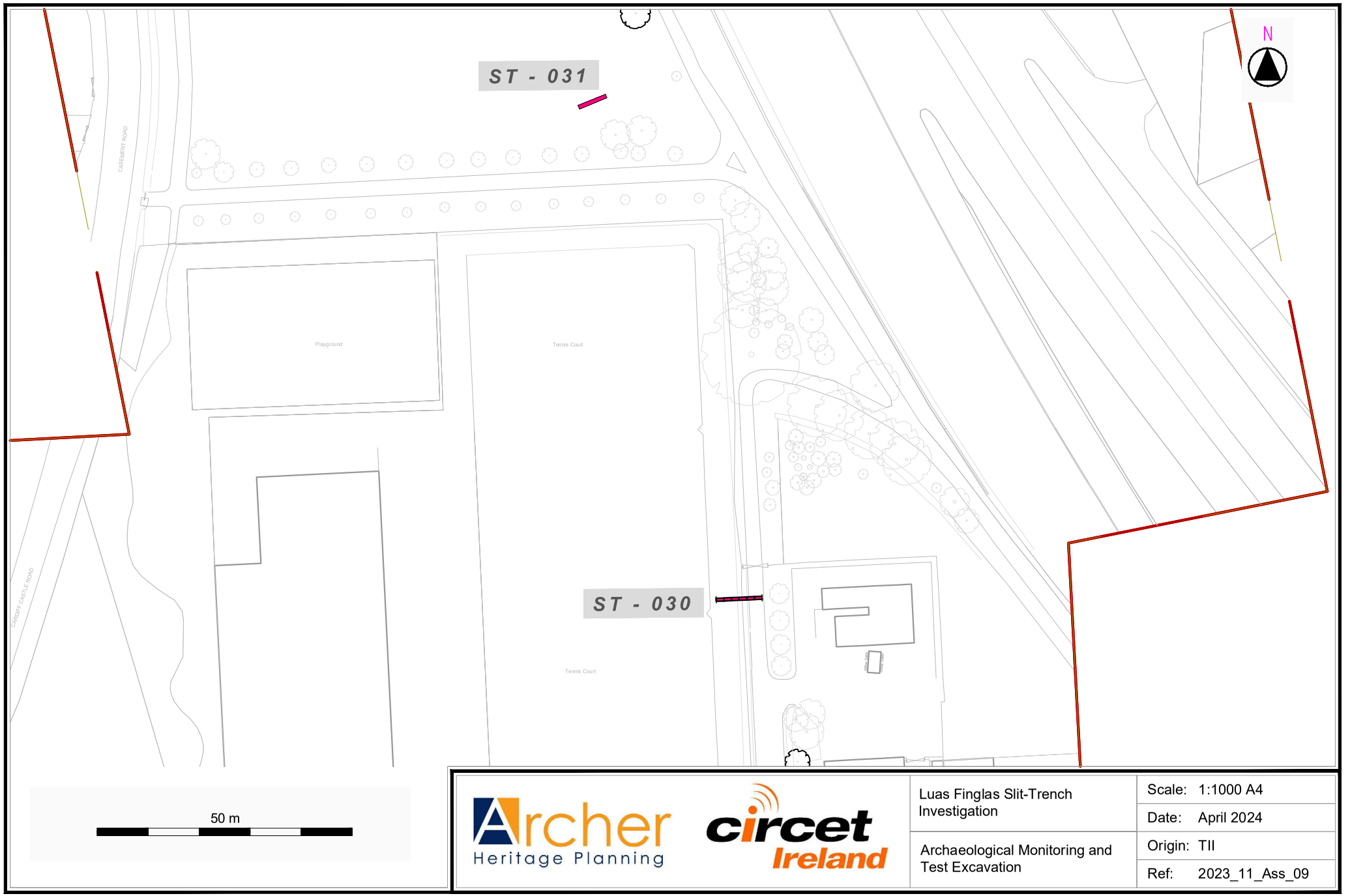



Figure 9: Detailed Utility Slit Trench Location Plan (vii)

Plate 1: ST-001a from S

Plate 2: ST-001b from E

Plate 3: ST-002 from N

Plate 4: ST-009 from SE

Plate 5: ST-010 from S

Plate 6: ST-010 from E, showing mortar layer at base of trench

Plate 7: ST-011 from E

Plate 8: ST-014 from SE

Plate 9: ST-030 from SE

Plate 10: ST-031 from SW

Plate 11: Archaeological Test Trench ST-061 from NW

Plate 12: Archaeological Test Trench ST-061 with detailed view of NW wall elevation

Plate 13: Archaeological Test Trench ST-062 from SE

Plate 14: Archaeological Test Trench ST-063 from west.

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