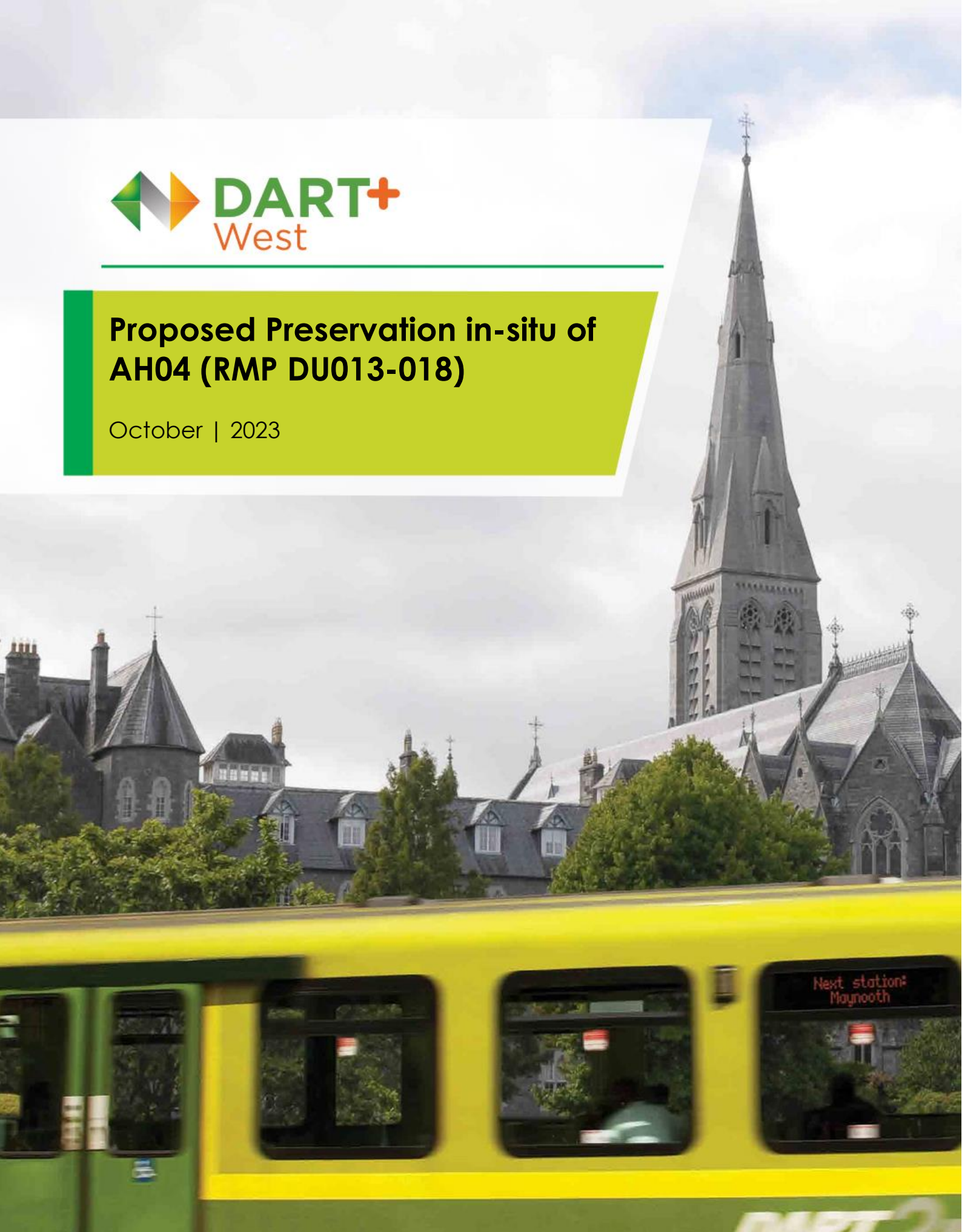




Proposed Preservation in-situ of AH04 (RMP DU013-018)

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Tionscadal Éireann
Project Ireland
2040



Údarás Náisiúnta Iompair
National Transport Authority



Iarnród Éireann
Irish Rail

Table of Contents

PROPOSED PRESERVATION IN-SITU OF AH04 (RMP DU013-018)	3
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PROPOSED PRESERVATION IN-SITU OF AH04 (RMP DU013-018)

AH04 Conjoined barrows, Kellystown

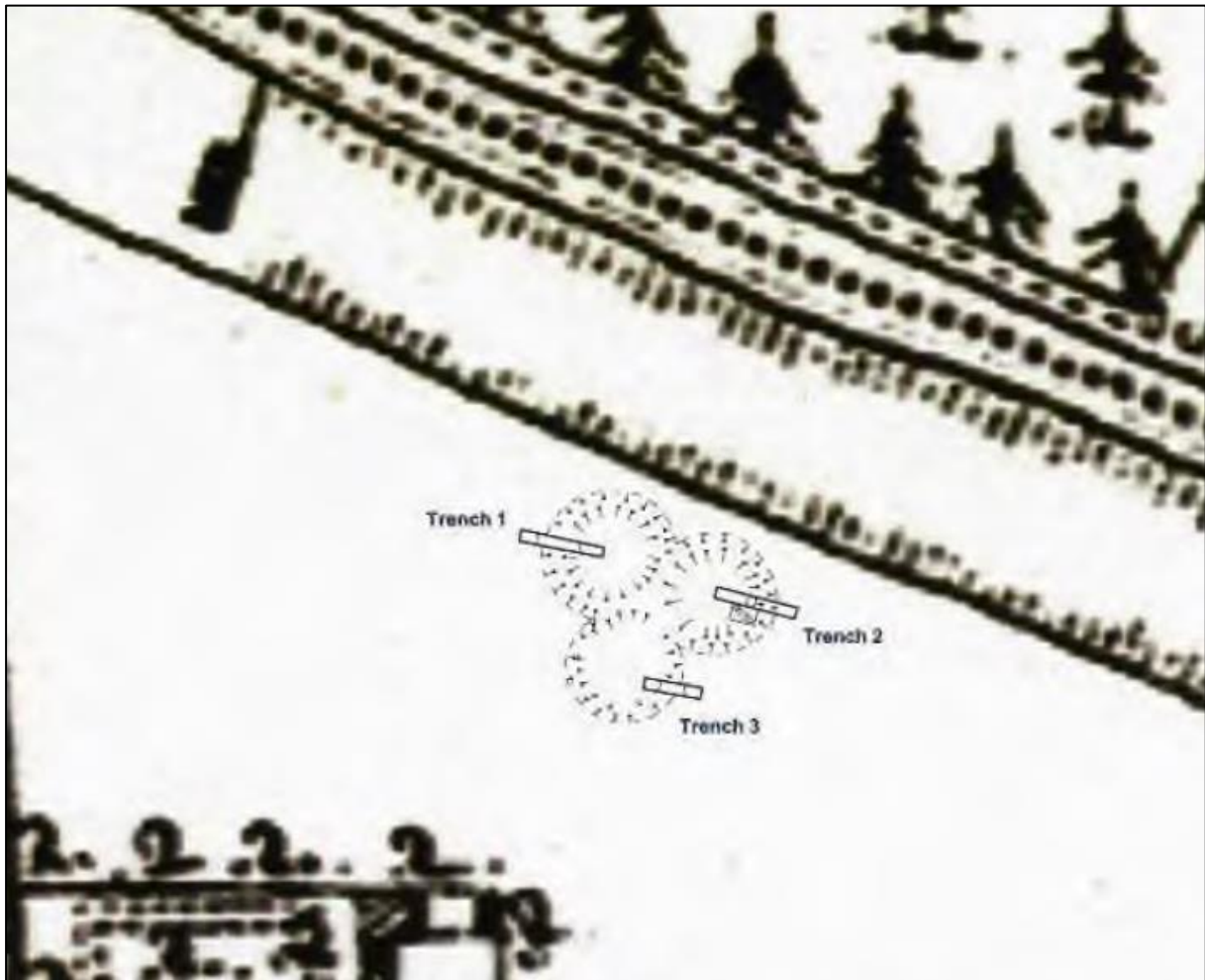
(RMP DU013-018)

SMR Description:

Situated beside the railway line at Greenmount in the paddock are three conjoined circular features, comprising external bank (av. dims. Wth 2.5m; H 0.6m), internal fosse (av. dims. Wth 2m; D 0.25m) and raised interiors (av. ext. diams. 11m). Test excavation (Licence no. 06E0348) was undertaken to determine the exact nature of three conjoined ringbarrows possible barrows. Testing on the east-west axis located a ditch along the interior of the bank of one of the three conjoined circular embanked features. Its presence strongly suggests that the feature is a type of barrow and, by inference, that the other two circular features belong to the same monument typology (Lynch 2006; <https://excavations.ie/report/2006/Dublin/0015328/>). See attached Google Earth orthoimage taken 28/01/2017 showing the conjoined barrows.



Extract from the 2017 Google Earth satellite coverage, showing the extent of the barrows

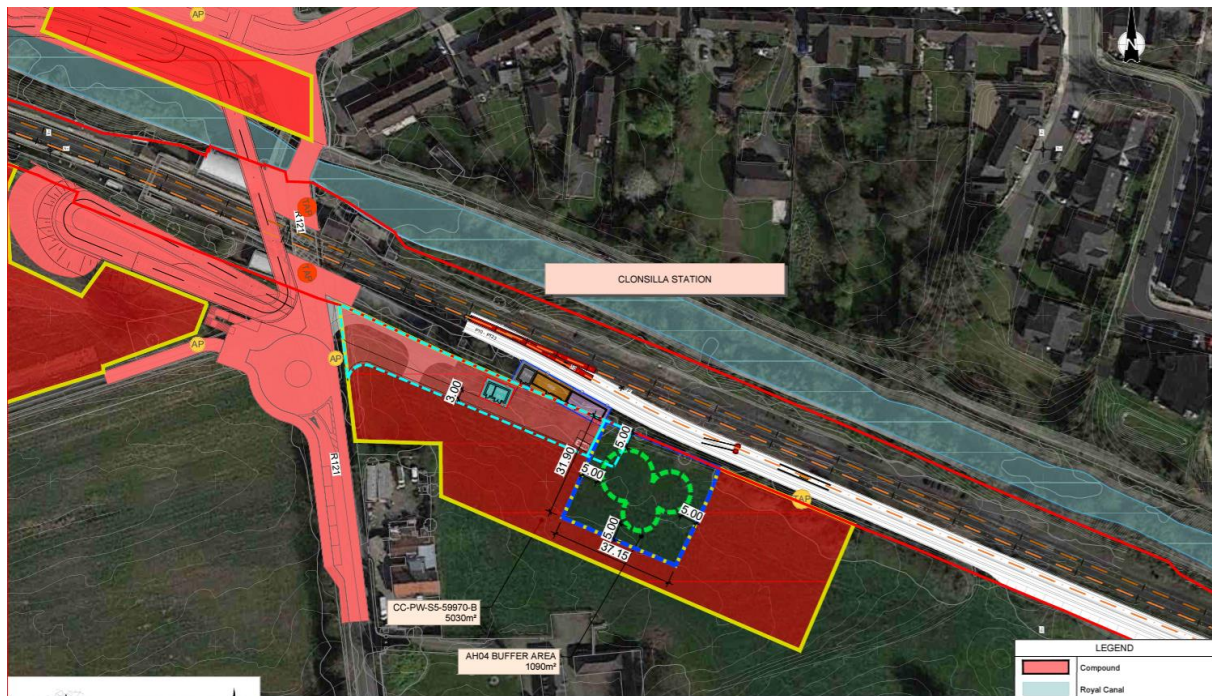


Extract from the first edition OS map showing the extent of the barrow and test trenches excavated in 2006

It is proposed to preserve the recorded archaeological site in-situ as part of the development. During the construction phase, the site will be cordoned off within an area within a construction compound to ensure that no physical impacts on the archaeological remains occur. All works will be overseen and subject to the approval of the Project Archaeologist and the National Monuments Service of the Department of Housing, Local Government and Heritage.

The following modifications have been made to the draft Railway Order design to ensure full preservation in situ:

- 1 The location of some SET technical building have been amended to allow for an increased buffer zone from the ring barrow. The proposed move of the technical are within the permanent landtake. This provides a minimum of 5 metres buffer from the edge of the site to the protective fencing.



Proposed buffer area around the extent of the barrows

The preservation of the site will be carried out as follows:

- 1 The following tasks will be enshrined within the Schedule of commitments / Environmental conditions attached to the Railway Order and contained within the Construction Environmental Management Plan (CEMP).
- 2 A 'Construction Exclusion Zone' will be established around AH04 (as per the attached figure). This will be surveyed in by an archaeological surveyor and will be delineated by a 1m high post and sheepwire fence. No access/egress gate will be provided. The fence will be established at a minimum of 5 metres distant from the recorded remains.
- 3 As per the above, no construction plant or heavy vehicles will be allowed to enter the exclusion zone nor may any materials or plant be stored in this area.
- 4 Signage will be erected in order to identify the 'Construction Exclusion Zone' as having archaeological sensitivity and to notify any personnel that access to the exempt lands is strictly forbidden.
- 5 A 'Heritage Induction' outlining the nature and significance of the archaeology at AH04 will be a mandatory component of all contractors site inductions working at this construction compound. The nature of the archaeology at AH04 and its location onsite will be addressed along with the details of the 'Construction Exclusion Zone'.
- 6 The ongoing preservation of the site through the construction phase will be monitored by the Project Archaeologist and the archaeological contractor (reporting to the Project Archaeologist).
- 7 Following the completion of construction, the surrounding compound will be restored to greenfield. The final task will be the removal of the fence surrounding AH04. This will be carried out under archaeological supervision.

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25th September 2024