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**Archaeological Impact Assessment of a site at
Navy Bank, Point, Dundalk, Co. Louth**

Client:

Louth County Council

ITM: 706821, 807640

Planning Ref.: N/A

Recorded Monuments: N/A

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6th December 2021

ACSU Ref.: 2192

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PROJECT DETAILS

Project	Navvy Bank, Dundalk, Co. Louth
Report Type	Archaeological Impact Assessment
Archaeologist	Caroline Cosgrove
Client	Louth County Council
Site	Navvy Bank, Point Road, Dundalk, Co. Louth
Townland	Point
ITM Refs	706821, 807640
Sites and Monuments Record	N/A
Protected Structure	N/A
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NON-TECHNICAL SUMMARY

This report presents the findings of an archaeological and cultural heritage impact assessment undertaken on behalf of the client in relation to a proposed design for a mixed use public open space at Navvy Bank, Dundalk, Co. Louth (ITM 706821, 807640). It is proposed to redesign the existing green space to maximise linkages to the Navvy Bank walk, to promote activity, active creation, cycling, walking and views to Dundalk Bay estuary and mountains. This assessment is based on the findings of a desktop study, including a site visit. It aims to identify and describe known and potential archaeological and cultural heritage constraints within the study area and offer recommendations for the mitigation of such impacts.

The site is located in the townland of Point, just south of Dundalk Harbour and extends for approximately 189.5m in an east to west direction along The Point Road and extends in a north to south direction at approximately 85.5m to 105.4m from the Navvy Bank Walk to the Point Road Boundary. There are no monuments located within the site listed in the Record of Monuments and Places for County Louth (1997) or the Sites and Monuments Record. The zone of archaeological potential for Dundalk historic town LH007-118 is located 1.3km to the west from the edge of the site, and the nearest listed monument, LH007-119020- Castle-tower house is located c. 1.1km to the west. There are no protected structures listed in the Louth County Development Plan 2011-2027. The nearest such structure is Red Barns House RPS ID. D278, also listed within the National Inventory of Architectural Heritage NIAH Reg. No. 13900703 located c. 147m to the southeast of the site. It should be mentioned that 'The Towers', a detached four-bay two-storey house (NIAH Reg. no. 13900701), is c. 65m to the east of the site.

The site was inspected by Ian Russell of Archaeological Consultancy Services Unit on the 24th of November 2021. No structures or features of an archaeological nature were identified within the study area. The site is a green space, currently occupied by a pitch and putt club, which has been landscaped for that purpose. It is bounded by the Castletown River to the north, a football field to the west, a private estate to the east and The Point Road to the south.

A Cartographic review showed that on Taylor and Skinner's 1778 map and the first edition 6-inch Ordnance Survey map of 1834, the site was in fact situated on the south bank of Castletown River by Dundalk Harbour. By 1907, it was depicted on reclaimed land south of the river, with a wall built along the new edge of the Castletown River. The lack of features or monuments of archaeological significance marked on the OS maps and the fact the site is built on reclaimed land suggests that the potential for the proposed development impacting on unknown features of archaeological significance is low. A study of the historical background of Dundalk, showed that the upper part of the harbour, west of the site was reclaimed in the 18th century by a development instigated by Lord Limerick, which could have used materials from the medieval walls and castles that were knocked down as part of his development plans for the town of Dundalk. However, the reclaimed works for Navvy banks did not commence until after 1840 and finished in 1852, therefore there is no concern that the Navvy banks are built of reused materials from the town's medieval buildings and defensive walls.

The site lies within an area that was a part of the floodplain of the Castletown River. In the 1840s, Navvy Bank was constructed, the area was reclaimed, the ground level was raised significantly. During reclamation, a series of fills would have been introduced in order to reclaim/build up the ground. Imported material along with silts dredged from the river and basin were likely used. Both types of materials have the potential to contain archaeological objects. Consequently, the site

has some limited potential for archaeologically significant remains being uncovered during the course of groundworks. This is particularly relevant during deep excavations of estuarine deposits that could produce fish traps, trackways, canoes, boats or objects related to fishing and hunting due to good preservation in waterlogged deposits. This could also include the remains of ships that pre-date the 19th-century reclamation works that got stranded in the silts and buried during reclamation.

Due to the nature of the proposed development and the limited scale of groundworks that are proposed, archaeological test trenching is not recommended as the trenches would need to be deep in order to locate the natural estuarine silts. However, any groundworks will need to be archaeologically monitored. This monitoring must be carried out by a licence eligible archaeologist. If archaeological material is exposed during the monitoring then further advice on how best to proceed should be sought from the National Monuments Service.

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1. INTRODUCTION

This report presents the findings of an archaeological and cultural heritage impact assessment undertaken on behalf of the client in relation to a proposed design for a mixed use public open space at Navvy Bank, Dundalk, Co. Louth (ITM 706821, 807640; Figures 1-2; Plates 1-12). It is proposed to redesign the existing green space to maximise linkages to the Navvy Bank walk, to promote activity, active creation, cycling, walking and views to Dundalk Bay estuary and mountains. This assessment is based on the findings of a desktop study, including a site visit. It aims to identify and describe known and potential archaeological and cultural heritage constraints within the study area and offer recommendations for the mitigation of such impacts.

The site is located in the townland of Point, just south of Dundalk Harbour and extends for approximately 189.5m in an east to west direction along The Point Road and extends in a north to south direction at approximately 85.5m to 105.4m from the Navvy Bank Walk to the Point Road Boundary. There are no monuments located within the site listed in the Record of Monuments and Places for County Louth (1997) or the Sites and Monuments Record. The zone of archaeological potential for Dundalk historic town LH007-118 is located 1.3km to the west from the edge of the site, and the nearest listed monument, LH007-119020- Castle-tower house is located c. 1.1km to the west. There are no protected structures listed in the Louth County Development Plan 2011-2027. The nearest such structure is Red Barns House RPS ID. D278, also listed within the National Inventory of Architectural Heritage NIAH Reg. No. 13900703 located c. 147m to the southeast of the site. It should be mentioned that 'The Towers', a detached four-bay two-storey house (NIAH Reg. no. 13900701), is c. 65m to the east of the site.

2. THE DEVELOPMENT

2.1 Proposal

The proposed design is for a mixed-use public open space to be achieved by redesigning the existing green space to maximise linkages to the Navvy Bank walk, to promote activity, active creation, cycling, walking and views to Dundalk Bay estuary and mountains.

2.2 Archaeological Requirements

The client requested an archaeological impact assessment at a pre-planning stage in order to identify and describe and assess any known and potential archaeological and cultural heritage constraints, including the existence of any as yet unrecorded monuments. The purpose of the assessment is to gain an understanding of the historic environment within and surrounding the proposed development area. This is in order to assess its significance relative to its hinterland and ultimately the impact any proposed development of the site would have on these sites and monuments, protected and historic structures. This assessment will also provide strategies to conserve, protect and interpret any significant heritage assets while developing the site.

2.3 Methodology

A desk study was carried out involving a literature review and consultation of the Record of Monuments and Places (RMP) compiled and updated by the National Monuments and Historic Properties Service of the Department of Culture, Heritage & the Gaeltacht. The RMP is comprised of manuals which list all known archaeological sites and monuments in a county with accompanying maps (based on Ordnance Survey six-inch maps) locating these sites. All sites included in the RMP are protected under the National Monuments Acts (1930–2004).

The Topographical Files of the National Museum of Ireland were also consulted to assess the area's archaeological potential. These files list on a townland basis all archaeological artifacts in the care of or known to the museum. Such a record can provide evidence for human settlement or activity in the absence of physical remains or documentary references. The results of previous and ongoing archaeological investigations were also taken into account in order to evaluate the level of archaeological remains coming to light in the area as this could have implications for the proposed development. Historical maps held by the Map Library of Trinity College Dublin and aerial photography from the Geological Survey of Ireland were both consulted. These sources can indicate areas of archaeological potential through features like curving field boundaries, cropmarks and soil marks and can provide information regarding the nature and extent of recorded archaeological sites which have become denuded since the early nineteenth century. Historical maps are also useful in identifying other features of cultural heritage significance.

The County Louth Development Plan 2021-2027 was also consulted as this contains a list of Architectural Conservation Areas and a Record of all Protected Structures for the county. The National Inventory of Architectural Heritage for Co. Louth contains other buildings of architectural interest in the area which are not included on the Record of Protected Structures. In addition to the desk study, a field inspection was carried out, which sought to identify current and previous land use and to locate any features of archaeological or architectural heritage potential or items of cultural heritage interest on the site.

3. ARCHAEOLOGICAL ASSESSMENT

3.1 Archaeological & Historical Background

Point Townland

The site is located in the townland of Point, in the civil parish of Dundalk in the Barony of Dundalk Upper. An examination of the Placenames Database (www.logainm.ie) can reveal important information about an area's natural and cultural heritage. The townland name was mentioned and depicted on the 1777 Taylor and Skinner Map of Co Louth (Figure 5) depicting the area to the east of the current site. In 1836, there was a written reference to "*pointe an tsaighidfheara*" meaning soldiers point, stating that it was the site where King William's soldiers allegedly encamped, hence the name. Presumably, the writer is referring to the Williamite or Jacobite war, which took place in Ireland between 1689 and 1691 and where Williamite forces suffered substantial defeat in Dundalk in 1689 (Childs, 1996). The site of the encampment is located c.

1.35km to the east of the site. On the Down Survey Map of Ireland, “*stathe land of cy point*” is depicted on the map (Figure 3). The Down Survey of Ireland dates to the mid 17th century; therefore it could not be the Williamite war the writer is referring to but an earlier battle. There are no recorded monuments of archaeological significance located within a 1km radius of the site.

Up until the 1840s, the site was located on the floodplain of the Castletown River in Dundalk Harbour. During Famine, major improvements to the port of Dundalk took place. In 1840 the construction of the Navvy Bank started and was completed in 1848, at the cost of 22 000 pounds (Clinton, 1997). The stones were brought from Haggardstown. Improvements were done under the plan laid by Sir John MacNeill and were carried out by Mr McCormack. The Navvy Bank was used to tow vessels to and from the port by horses up until the mid 19th century, when the first steamer tug, the James Watt was acquired, allowing vessels to make the port (Swan, 1970).

Prehistory

There are no Mesolithic or Neolithic monuments within a 1km radius of the proposed works. The nearest Prehistoric site was a Midden (LH008-026001) situated c. 5km east of the proposed development site, in the townland of Rockmarshall. At this site, a number of shell middens contained the remains of oysters, periwinkles, limpets, mussels, cockles, crab claws and fishbone, as well as a number of flint tools; mainly later Mesolithic blades and cores (Waddell 2000, 19). Mesolithic sites are notoriously difficult to identify in the landscape and those that have been located or excavated to date show a preference for coastal areas, rivers or lakes as these areas are rich and diversified in food resources. Given the rise in sea levels and the silting process in the Dundalk region, it has been hypothesized that much of these early sites have been covered in post-glacial estuarine and alluvial silts (Gosling 1991, 239). The archaeological remains in conjunction with pollen core analysis from the region suggests that the area was not densely settled until c.2500BC in the later Neolithic/early Bronze Age period. However, some evidence of Neolithic activity was yielded during excavations (02E0008) in relation to the development of playing pitches at Dundalk Institute of Technology, identifying a possibly late Neolithic structure (LH007-154). This structure is located c. 2.48km southwest from the proposed development, it was preserved *in situ*, flint artefacts and post holes were recorded (Mossop, 2002).

Previous evidence for the Bronze Age/Iron Age was scarce. However, recent excavations (02E0235) located c. 2.589km southwest of the proposed development, yielded interesting results. The excavations identified sites dating to the Middle Bronze Age (LH007-150 – habitation site, LH007-151 - cremation pit). A pit at the habitation site (LH007-150) was radiocarbon dated and produced a middle Bronze Age date, furthermore a cremated bone, a flint scraper and sherds of Bronze Age pottery were recovered. A number of pits and post-holes were also identified and interpreted as a domestic structure. In addition, cremation burials (LH007-151) were discovered in a form of an inverted urn (Burial 1) and pit (Burial 1 and 2) (Mossop, 2002).

Iron Age (800BC – c AD400) evidence in Ireland is rather scarce in comparison with the rest of Irish Prehistory. In the continent and in Ireland two phases can be distinguished, the Hallstatt and the La Tène. There was no Roman invasion of Ireland, so the beginning of the Iron Age is marked by the end of the Bronze Age at around 800BC, and its end by the introduction of Christianity in c. 400AD. A lack of settlement and finds such as ceramics resulted in the phrase 'The Invisible People', used by Raftery (1994). However, in recent years more research into the Irish Iron Age has been conducted, taking into account commercial excavation results and C14 dating. Furthermore, the Iron Age Ireland Project as well as the Discovery Programme Late Iron Age and 'Roman' Ireland (LIARI), the Mobility Climate and Culture re-modelling the Irish Iron Age, and the Seeing Beyond the Site projects expanded our knowledge of this later prehistoric period in Ireland. These studies yielded some interesting results, for example; cremation was the most common burial practice from the Middle Bronze Age and well into the Iron age. The Late Iron Age inhumation burials suggest that new ideas were coming from Romano-Britain and Europe into Ireland (Dolan, 2016). While settlement evidence is still scarce, iron production required smelting furnaces and smithing hearths, and these are the most common indicator of the Iron Age in Ireland.

Some evidence of Iron Age activity can be observed c. 2.6km southwest of the proposed development. A hearth (LH007-152 hearth) was identified during excavations (02E0008). The excavation of the hearth revealed alder and willow charcoal and large quantity of cereal grains, mainly barley. This hearth returned dates of 180BC-AD130, placing it in the Iron Age.

Early Medieval Period

The Early Christian period (c. AD500 to c.AD1169,) saw a major period of settlement. In the early historic period, continuity of settlement was further advanced with the arrival of the Normans. The site of Dún Dealgan (Dundalk) is traditionally equated with the impressive tree-mantled earthwork on the summit of the Castletown ridge. This earthwork is an Anglo-Norman site with a late 12th century date and beneath it lies a souterrain. It is more commonly known as Castletown Mount and Cuchulainn's Castle. Literary references connect it with the early manuscript versions of the Ulster Cycle stories. In the story Mesca Ulad ('the intoxication of the Ulstermen'), Dún Dealgan is featured as one of the chief places of assembly in Ulster at the feast of Samhain. It is portrayed therein as equal in status to Dún da Bend and second only to Emain Macha (i.e., Navan Fort, Armagh).

Ringforts represent individual defended family homesteads and primarily date to the period 500 - 1000 AD. Though the origins and demise of ringforts are obscure, they are considered to be the most common indicator of settlement during the early medieval period. The most recent study of the ringfort (Stout,1997) has suggested that there are a total of 45,119 potential ringfort or enclosure sites throughout Ireland. The ringfort is usually defined as a broadly circular enclosure delimited by a bank and ditch and they were primarily located on the upper slopes of low hills. The average diameter is about 25m to 35m. The most common structures found within ringforts are the remains of buildings, generally houses, which are either circular or rectangular. Souterrains are also often found within the ringforts. In archaeological terms, souterrains are artificial underground structures cut into bedrock or, more commonly, built into dugout trenches with dry stone walling and large stone lintels. Souterrains vary in extent with some examples being short and simple affairs while others can be intricate, extending for many metres and leading to several underground chambers. Souterrains were entered through

narrow openings that were often concealed and it is believed that, as well as being used for storage, some souterrains were used as places of refuge during times of attack. For whilst they maintain constant temperatures (c.10°C) ideal for food preservation, their elaborate restrictions incorporating drop-holes, creeps and steps would have heavily impeded access. Despite the defensive drawbacks of single-entrance souterrains, the extraction of live captives from them would have been a near impossibility.

A minimum of fifteen souterrains have been excavated in County Louth, eight of which were in Marshes Upper (Gowen, 1992), located c. 2.8km SSW from the proposed development. Interestingly souterrain (LH007-080) c. 2.7km south of the proposed development, excavated in 1980, produced a range of archaeological material including Souterrain Ware, an iron belt-buckle, a plain bronze strap-end and struck flint flakes. Furthermore, in the fill of the souterrain entrance a hoard of eight Hiberno-Norse silver pennies was recovered, with a deposition date of AD. 995-1000 (information from M. Kenny, NMI) (excavations.ie) The discovery of this coin hoard suggests that there were coastal and sub-coastal Viking raids during that period and it backs up the hypothesis that souterrains had more of a defensive function. Edwards (1996) has also highlighted the connection between souterrains and unenclosed settlement.

In spite of the obvious wealth and prosperity of the community at large, the centuries prior to the Anglo-Norman arrival were fraught with political manoeuvrings and it was a period of general unrest. Swan (1970) mentions various annalistic reports on Viking raids in the area. In AD833, Scanlon repulsed a raid on the coast of his district by Danes while in 928, Muircheartach MacNeill, King of Aileach, defeated a Danish fleet in Dundalk Bay. Despite these victories, Norse strongholds were established at Carlingford and Annagassan by 931, though heavy defeats were still inflicted upon the invaders. In 944, Sitric, son of Turgesius, suffered heavy losses and was killed in a fierce encounter in Dundalk Bay. Smith (1999) discusses in detail the upheavals which acted as progenitor to the Anglo-Norman colonisation in the twelfth century.

It was the Anglo-Norman period, however, which saw the inception and growth of Dundalk. The earliest surviving records of the division of Airgialla, the native name for both the ruling people and the area they ruled (Uriel being the anglicised version), date from 1189 when Bertram de Verdon (former sheriff of Warwickshire and Leicestershire, noted ambassador, administrator, judge and knight) was granted "four cantreds of land in Uriel and one half cantred of the land of Luva, namely which is towards the sea" (Smith 1999, 31). This comprised land in south Armagh and the modern baronies of Upper and Lower Dundalk. Another ally of Henry II, namely Gilbert Pipard (former sheriff of Gloucester and Hereford) was granted the lands of the later barony of Ardee and lands in the baronies of Farney, Upper Fews, Cremorne and Dartry. Both these men were to die on crusade in 1192. Though diplomacy had seen the previous rulers, the Ua Cerbaill dynasty, hold onto substantial amounts of land, with the death of Murchadh Ua Cerbaill in 1189, military conquest began in earnest (Smith 1999, 10–28).

The town has no surviving castle remains and the earliest known stronghold associated with the town is the Anglo-Norman motte at Castletown, 2km east of the town centre. The medieval town was dominated by one long street set out in the thirteenth century and now divided into Bridge Street, Church Street and Clanbrassil Street. Earlier twelfth-century settlement was focused around St. Leonard's Priory and Hospital in Seatown. Secondary streets were developed within the

middle and north quarter of the old town with three main streets running west–east: Yorke Street, Horse Lane (now built over) and Wolfe Tone Terrace, the latter of which may have originally joined with John Street (Gosling 1991). The burgage plots in the town were linked with plots of agricultural land in the liberties outside the town walls. The layout of the burgage plots can be traced clearly on the mapped 1680 town plan where the plots on Linenhall Street were small but tended to be wider, on average 17–30m in width.

The medieval town was divided into quarters with the present Bridge Street, Linenhall Street, John Street, Nicholas Street, Wolfe Tone Terrace and Church Street all located within the north quarter. The middle quarter probably extended from Yorke Street along Clanbrassil Street as far as Market Street where Warren's Gate probably stood and Seatown to the east of the walled town probably constituted the fourth quarter. Linenhall Street was formerly known as Cornmarket Street (1659), the Cornstrette (1689) and Watergate Lane (1719) while Bridge Street was previously known as Northgatestreet (1538) and Northstreet (1689). From these names and from the rent rolls of 1659, this area of the town may have been the location for corn drying kilns, malt houses, a smith's forge and horse mill. The remains of a thirteenth-century pottery kiln were recently discovered during archaeological excavations at 78 Bridge Street (Campbell, 1998). The Urban Archaeology Survey of Dundalk identified numerous medieval buildings in the northern area of the town. Church Street in particular contained an array of significant medieval buildings which included three fortified houses, the tholsel and St. Nicholas's Church of Ireland church and graveyard as well as Dowdall's Castle.

The post-medieval period saw the continued expansion of Dundalk with a series of reclamation projects being undertaken in the bogs and marshes south of the town from the seventeenth century onwards. This can be seen today in the large size of the townlands, the regularity of field systems and the use of "marsh" in townland names such as Marshes Upper and Lower (Gosling 1991). One area that wouldn't exist today without land reclamation is the Navvy bank. Development works in Dundalk harbour led to drainage schemes, dredging, land reclamation and harbour building.

Dundalk harbour Improvements

Throughout the late medieval and early modern periods, the harbour area was the present day Seatown where the monastery or hospital of St Leonard was founded in the late twelfth century and the remains of the 13th century Franciscan friary bell tower still stands. Until the mid-18th century the port area was situated on the south bank of the river from the Big Bridge to present-day St Helena Park (on reclaimed land). By the beginning of the 18th century the town and lands of Dundalk were purchased by James Hamilton of Tollymore, County Down, his son, the Viscount of Limerick, described the town as a 'wretched village' and instituted major development changes for the town which included knocking down the town walls and castles and granting building leases to encourage new private and commercial building and the construction of roadways which included the Quay Road, now St. Mary's Road, Barrack Street and The Point Road. The embankment was itself part of an extensive land reclamation and drainage scheme of the Blackwater River from Ladywell to the sea at the South marsh where the embankment was constructed southwards from Soldiers' Point to the Loakers near Blackrock, using as material the remains of the town walls and castles. This work was described in 1738 as follows "A few years ago there was a large tract of marshy unprofitable ground between this Town and the Sea, now reclaimed, made meadow and

pasturable ground and by many canals cut through it, to keep it dry, the Dykes and walks planted with different sorts of trees, afford an agreeable prospect” (O’Sullivan, 2000, 505).

In 1721 Lord Limerick agreed with the Corporation of Dundalk to construct a harbour for the town and by 1740 a pier was built which lasted till the nineteenth century until more land reclamation works were carried out (ibid). By the time of his death in 1758, Lord Limerick, later created Earl of Clanbrassil had overseen the foundation of the modern town of Dundalk as a commercial and industrial centre, where much of the industrial activity relied on the port area. In 1767 Parliament on a petition by the Corporation of Dundalk, supported by local merchants and manufacturers, made a grant of £2,000 for the town to help “.. supply Dublin with grain....” And help Dundalk “where ships under 200 tons might ride safely in winter” (Ibid, 506). A map of the town C. 1785 suggests the location of the quay and basin was up river close to the Big Bridge. A second quay was down river where the present quays are located.

The Napoleonic wars created boom conditions for Dundalk as the town benefited from the export of warring provisions to Britain and France. In 1812 exports from the port were valued at £345,638. During this period the quays were extended and new stores built including a butter store and crane. When the war ended a severe recession ensued, land rents increased followed by evictions and tensions between the landlord class and tenants. An uprising came about led by agrarian secret societies either known as Ribbonmen or Whiteboys. In 1816 a detachment of the Peace Preservation Force was sent to north Louth. An Insurrection Act was enforced in 1817 and curfews imposed.

The Age of steam saw the town recover from the recession and enter into a second industrial revolution. Steam began to be used in railways, shipping and industrial sites. In 1821, Alexander Shekleton established the Dundalk Iron Works in the Long walk area of the Demesne. Here he manufactured the first portable steam engine and manufactured engineering equipment for the Ulster linen industry. In 1826 the Liverpool and Dundalk Steam Navigation Company was established in Liverpool, requiring a regular ship service between the two places. Due to the narrow channel at Dundalk, the company constructed a pier at Soldiers’ point where passengers and baggage embarked and disembarked. With the increase of steam ships and the size and weight of the vessels using the port, it was decided to increase the depth of water in the channel from Soldiers’ Point. This it was believed should be constructed along an artificial southern embankment laid out between the Dundalk Steampacket Company quays on the west and the Soldiers’ Point on the east. The promotion for the development commenced around 1839. In August 1840 legislation was enacted allowing “An act for regulating, preserving, improving and maintain the river, port and harbour of Dundalk in county of Louth” (ibid, 506-507).

Before the Navvy bank was constructed, the channel downriver from the Steam packet Quay had a meandering course to soldiers’ point where it entered the outer channel through two smaller channels which enclosed a slobland island, the southern part of which was cut off by the Navvy Bank while the northern section was excavated and dredged away to form a new and single channel, into which the Ballymascanlon river discharged directly from soldiers point. When finished the new embankment stood six feet above the high-water mark of spring tides, the channel had been deepened from 5 to 8 feet and ships drawing 16 feet could enter the port. Until 1852, when a steam tug was acquired by the Harbour commissioners, the embankment was used as a tow-path for horses, towing ships to and from the tow area.

The work in the construction of the Navvy Bank involved heavy manual labour and a high level of skill from labourers who worked in the construction of canals and railway embankments, known as navigators or navvies, whom the bank is named after (O'Sullivan, 2000, 515).

3.2 Sites and Monuments Record

There are no recorded monuments listed within the Record of Monuments and Places for County Louth (1997) or Sites and Monuments Record located within the site. The zone of archaeological potential for Dundalk historic town LH007-118 is located 1.3km to the west from the edge of the site, and the nearest listed monument LH007-119020- Castle-tower house is located c. 1.1km to the west.

The following is a list of the recorded monuments located in the environs of the site. These descriptions are derived from the National Monuments Service Archaeological Survey Database (<http://webgis.archaeology.ie/historicenvironment/>).

Table 1: Monuments in the environs of the site

SMR No.	Class/Site Type	Townland	Description.
LH007-119020	Castle-tower house	Townparks	approximate location to what is referred to as 'Moyle Castle'.
LH007-119030	Kiln-lime	Townparks	Unlined bowl furnace of small limekiln with two stone lined flues. A number of sherds with a possible 13 th /14 th century date were found in the backfill of the flues.
LH007-119024	Burial	Townparks	Articulated and disarticulated burials were noted during archaeological test trenching prior to a development on Mill Street. The development was modified to avoid impacting the burials.
LH007-119021	Religious house	Townparks	Franciscan friary, only a tower locally known as 'Seatown Tower' survives. It consists of a four-storeyed structure with a barrel vault over the ground floor and a wall-walk at the top. It is constructed of roughly coursed limestone and greywacke and has dressed sandstone quoins.

3.3 Stray Archaeological Finds

The topographical files of the National Museum of Ireland contain no recorded stray archaeological finds located within the townland of Point, Cavalry Barracks or Dundalk Harbour.

3.4 Previous Archaeological Investigations

The site was not subject to any previous archaeological investigations. The nearest archaeological investigation was c 0.3km north in Dundalk harbour where archaeological monitoring of dredging took place in 2003; nothing of archaeological

significance was found. However, in 2004, under the same licence, near Shell Island, features of potential archaeological and historical interest were observed. These included seven uprights arranged in two converging lines protruding from a stony surface located towards the south side of Shell Island. These were interpreted as possible remnants of an earlier navigation beacon. In addition, two small posts/poles and a deposit of stones forming an elongated mound were also observed near Shell Island. The features were not accessible for closer examination. The next nearest archaeological investigation was c.1.3km SW of the site, at Mill Street, Dundalk, Co. Louth (Licence No. 96E0320). Archaeological test trenching exposed articulated and disarticulated burials at pre-development stage. The development was modified to avoid impacting the burials.

Listed below are the nearest archaeological investigations to the environs of the site (Table 2). The information was taken from the Summary Accounts of Archaeological Excavations in Ireland (www.excavations.ie)

Table 2: Archaeological investigations within the environs of the site;

Excavations Ref. No.	Licence No.	SMR No.	Site Type	Description
1995:2010	95E0152	N/A	Medieval Urban	Test trenching
1996: 286	96E0320	N/A	Medieval Urban	Test trenching
2002:1333	99E0723	7:119	Urban post-medieval	Test-trenching
2003:1252	03E1737	7:119	Monitoring and dredging	Monitoring and dredging

3.5 Cartographic Review

On the Down Survey map (Figure 3) the site of the proposed development is located at the southern side of Castletown River, in Dundalk harbour, Soldiers' Point is depicted in the parish of Dundalk Commons and the study site lies to the west in the "tonland of Dundalk". An elongated fortified town is depicted to its west.

On Wrenn's Topographical map of the County of Louth 1766, (Figure 4) the site sits along the southern bank of 'Dundalk Channel'. 'Parliament Square' lies to the southwest. The large road/avenue to the south is lined with mature trees.

The site hasn't changed much on Taylor and Skinner's map of 1778 (Figure 5). The site is located in the south bank of the river. There is an addition of a wind mill at the western edge of the large south field.

The Ordnance Survey (OS) maps of the area were also examined to identify any possible archaeological features and trace the site's development from the 19th and early 20th centuries. These are far more detailed than the earlier maps.

The historic 6-inch OS map of 1835 (Figure 6) shows the site of the proposed development along the south bank of the Castletown River at Dundalk Harbour, on the high-water mark of ordinary tides. '16 DAIRY HILL' is written on the street along the High Water Mark, with a number of buildings lining the street. In the historic 25-inch OS map of 1907-1909, (Figure 8) the site is situated on reclaimed land, at the east end of a long rectangular site. A wall is built along the bank and a mooring post is depicted in the northeast corner of the site. An estate depicted as 'The Towers' is marked to the east. A sand pit is depicted to the west of the site. On the 1938 Cassini 6-inch OS map (Figure 9), there are no changes to the site,

but to the west of the site there is a boat house depicted by a 'wharf', south of a 'Travelling Crane'. 'Rawson's Shoe Factory' is depicted to the southwest and 'Red Barns' to the south.

3.6 Aerial Photography Review

In addition to examining the various editions of the OS maps, aerial photographs from the Geological Survey of Ireland, dating from between 1995 and 2013, and the google aerial imagery dating between 1995 and 2020 were consulted.

It appears that the site had been landscaped for a pitch and putt course since at least 2005. The public walkway along the north part of the site, running parallel to the river, and football ground to the west are visible on the 1995 photograph. The ground of 'The Towers' estate between the house and the site still remains to the east.

No archaeological features or sites are visible.

3.7 Protected Structures and National Inventory of Architectural Heritage (NIAH)

There are no protected structures on or adjacent to the site listed in the Louth County Development Plan 2021-2027. The nearest such structure is Red Barns House RPS ID. D278, also listed within the National Inventory of Architectural Heritage NIAH Reg. No. 13900703, located c. 147m to the southeast of the site. It should be mentioned that 'The Towers', a detached four-bay two-storey house (NIAH Reg. no. 13900701), is c. 65m to the east of the site.

The following is a list of buildings within 1km of the proposed development site, that are listed in The National Inventory of Architectural Heritage Database.

Table 3: Structures listed within the National Inventory of Architectural Heritage (NIAH)

NIAH Reg No./ RMP No	Townland	Description
13900701	Point	Detached four-bay two-storey house, built c. 1910. Irregular plan, angular projecting bays to each corner. Hipped slate roof, flat sections, rendered chimneystacks, crenellations, cast-iron rainwater goods. Roughcast and smooth rendered walling, crenellated parapets, smooth rendered banding. Square-headed window openings, smooth rendered reveals, painted stone sills, replacement aluminium casement windows. Segmental-headed door opening set in crenellated door surround, moulded segmental-headed architrave on fluted brackets, smooth rendered pilasters on blocks, timber six panelled door, plain-glazed

NIAH Reg No./ RMP No	Townland	Description
		overlight, dentil work to top rail of door frame, door to west with crenellated head and modern timber slated hood.
13900703	Point	Detached three-bay two-storey house, built c. 1880. conservatory to south, two-bay two-storey block to north-west c. 1950, single-storey additions to west. Hipped slate roofs, clay ridge and hip tiles, lead lined valleys, smooth rendered corbelled chimneystacks, terracotta pots, overhanging eaves, timber suffix, metal gutters. Painted smooth rendered walling, projecting plinth and string course to first floor. Square-headed window openings, painted stone sills, painted timber six-over-six sliding sash windows. Gable-fronted porch to east, moulded triangular pediment, plain frieze with wreaths, central round-headed opening, painted rendered panelled surround, carved head keystone, flanking corner pilasters, round-headed blind niches with keystones, plain glazed fanlight, square-headed painted timber and glass panelled door, inside porch painted timber surround, timber and stained-glass door, petal fanlight. Set within own grounds, gravel surround rubble stone wall to east, curved wing walls to entrance, dressed stone square-plan gate piers, recessed panels, projecting moulded flat cap stones with gable-fronted centres, rendered plinth, cast-iron railings, cast-iron gates.
13900702	Point	Detached four-bay single-storey thatched house, built c. 1820. Rectangular-plan, single-storey flat-roofed addition to north. Pitched thatched roof, painted stone verge copings, red brick chimneystacks. Painted roughcast rendered walling. Square-headed window openings, painted smooth rendered reveals, painted stone sills, painted timber two-over-two sliding sash windows. Square-headed door opening, smooth rendered reveals, timber sheeted half-door. Set back from road, garden south, painted rendered boundary wall, slightly projecting banding, segmental coping, cylindrical gate piers to south, knobbed domed cap stones, metal hooped gate, cylindrical gate piers to south-east, conical caps, sheet metal gates. Farmyard to north, single- and two-storey pitched slate roof buildings, stables to east, coach house to north.
13706022	Townparks	Dundalk-Military barracks. Four detached eleven-bay two-storey stone barrack buildings, built c. 1825. Set around a central parade yard; L-shaped in plan with a single-storey flat-roofed extension to north, two-storey brick lean-to extension to north c. 1930, derelict single-storey flat-roofed extension to east.

NIAH Reg No./ RMP No	Townland	Description
13706032	Townparks	Attached three-bay two-storey target store, built c. 1825. Pitched slate roof, clay ridge tiles, tooled limestone verge copings returning at kneelers, cast-iron gutters on wrought-iron drive-in brackets on limestone eaves corbel course. Heavily mortared rubble stone walling, tooled limestone quoins.

3.8 Field Survey

The purpose of this survey was to assess whether or not the site contained any evidence for the presence of any previously unrecorded monuments or features of historical or archaeological significance.

The site was inspected on the 24th November 2021 by Ian Russell of Archaeological Consultancy Services Unit Ltd (Plates 1-12). The site consisted of a green space, which was landscaped for a pitch and putt course (Plates 10-12). There was nobody using the area at the time of the visit. The course is secured with concrete posts and wire fencing. To the north of it is a strip of green area, where a public walkway running parallel to the Castletown River is located (Plates 1-8). A wall and an earthen bank are situated along the southern edge of the river and Dundalk Harbour (Plates 1, 2, 4), with a stone wall facing north (Plate 6). A Mooring post is located adjacent to the path, within the northeast extent of the site.

No structures or features of an archaeological nature were identified within the site during the site visit.

4. CONCLUSIONS AND RECOMMENDATIONS

This report presents the findings of an archaeological and cultural heritage impact assessment undertaken on behalf of the client in relation to a proposed design for a mixed use public open space at Navvy Bank, Dundalk, Co. Louth (ITM 706821, 807640). It is proposed to redesign the existing green space to maximise linkages to the Navvy Bank walk, to promote activity, active creation, cycling, walking and views to Dundalk Bay estuary and mountains. This assessment is based on the findings of a desktop study, including a site visit. It aims to identify and describe known and potential archaeological and cultural heritage constraints within the study area and offer recommendations for the mitigation of such impacts.

The site is located in the townland of Point, just south of Dundalk Harbour and extends for approximately 189.5m in an east to west direction along The Point Road and extends in a north to south direction at approximately 85.5m to 105.4m from the Navvy Bank Walk to the Point Road Boundary. There are no monuments located within the site listed in the Record of Monuments and Places for County Louth (1997) or the Sites and Monuments Record. The zone of archaeological potential for Dundalk historic town LH007-118 is located 1.3km to the west from the edge of the site, and the nearest listed monument,

LH007-119020- Castle-tower house is located c. 1.1km to the west. There are no protected structures listed in the Louth County Development Plan 2011-2027. The nearest such structure is Red Barns House RPS ID. D278, also listed within the National Inventory of Architectural Heritage NIAH Reg. No. 13900703 located c. 147m to the southeast of the site. It should be mentioned that 'The Towers', a detached four-bay two-storey house (NIAH Reg. no. 13900701), is c. 65m to the east of the site.

The site was inspected by Ian Russell of Archaeological Consultancy Services Unit on the 24th of November 2021. No structures or features of an archaeological nature were identified within the study area.

A Cartographic review showed that on Taylor and Skinner's 1778 map (Figure 5) and the first edition 6-inch Ordnance Survey map of 1834 (Figure 6), the site was in fact situated on the south bank of Castletown River by Dundalk Harbour. By 1907, it was depicted on reclaimed land (Figure 8), south of the river, with a wall built along the new edge of the Castletown River. The lack of features or monuments of archaeological significance marked on the OS maps and the fact the site is built on reclaimed land suggests that the potential for the proposed development impacting on unknown features of archaeological significance is low. A study of the historical background of Dundalk, showed that the upper part of the harbour, west of the site was reclaimed in the 18th century by a development instigated by Lord Limerick, which could have used materials from the medieval walls and castles that were knocked down as part of his development plans for the town of Dundalk. However, the reclaimed works for Navvy banks did not commence until after 1840 and finished in 1852, therefore there is no concern that the Navvy banks are built of reused materials from the town's medieval buildings and defensive walls.

The site lies within an area that was a part of the floodplain of the Castletown River. In the 1840s, Navvy Bank was constructed, the area was reclaimed, the ground level was raised significantly. During reclamation, a series of fills would have been introduced in order to reclaim/build up the ground. Imported material along with silts dredged from the river and basin were likely used. Both types of materials have the potential to contain archaeological objects. Consequently, the site has some limited potential for archaeologically significant remains being uncovered during the course of groundworks. This is particularly relevant during deep excavations of estuarine deposits that could produce fish traps, trackways, canoes, boats or objects related to fishing and hunting due to good preservation in waterlogged deposits. This could also include the remains of ships that pre-date the 19th-century reclamation works that got stranded in the silts and buried during reclamation.

Due to the nature of the proposed development and the limited scale of groundworks that are proposed, archaeological test trenching is not recommended as the trenches would need to be deep in order to locate the natural estuarine silts. However, any groundworks will need to be archaeologically monitored. This monitoring must be carried out by a licence eligible archaeologist. If archaeological material is exposed during the monitoring then further advice on how best to proceed should be sought from the National Monuments Service.

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Summary Accounts of Archaeological Excavations in Ireland (www.excavations.ie).

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Historic Environment Viewer (archaeology.ie)

Cartographic and Photographic Sources

A Topographical Map of the County of Louth - Matt Wren (1766)

Cassini edition Ordnance Survey (OS) 6-inch map (1940-42)

Down Survey of County Louth 1556-58

Extract from First edition Ordnance Survey (OS) 6-inch map 1834

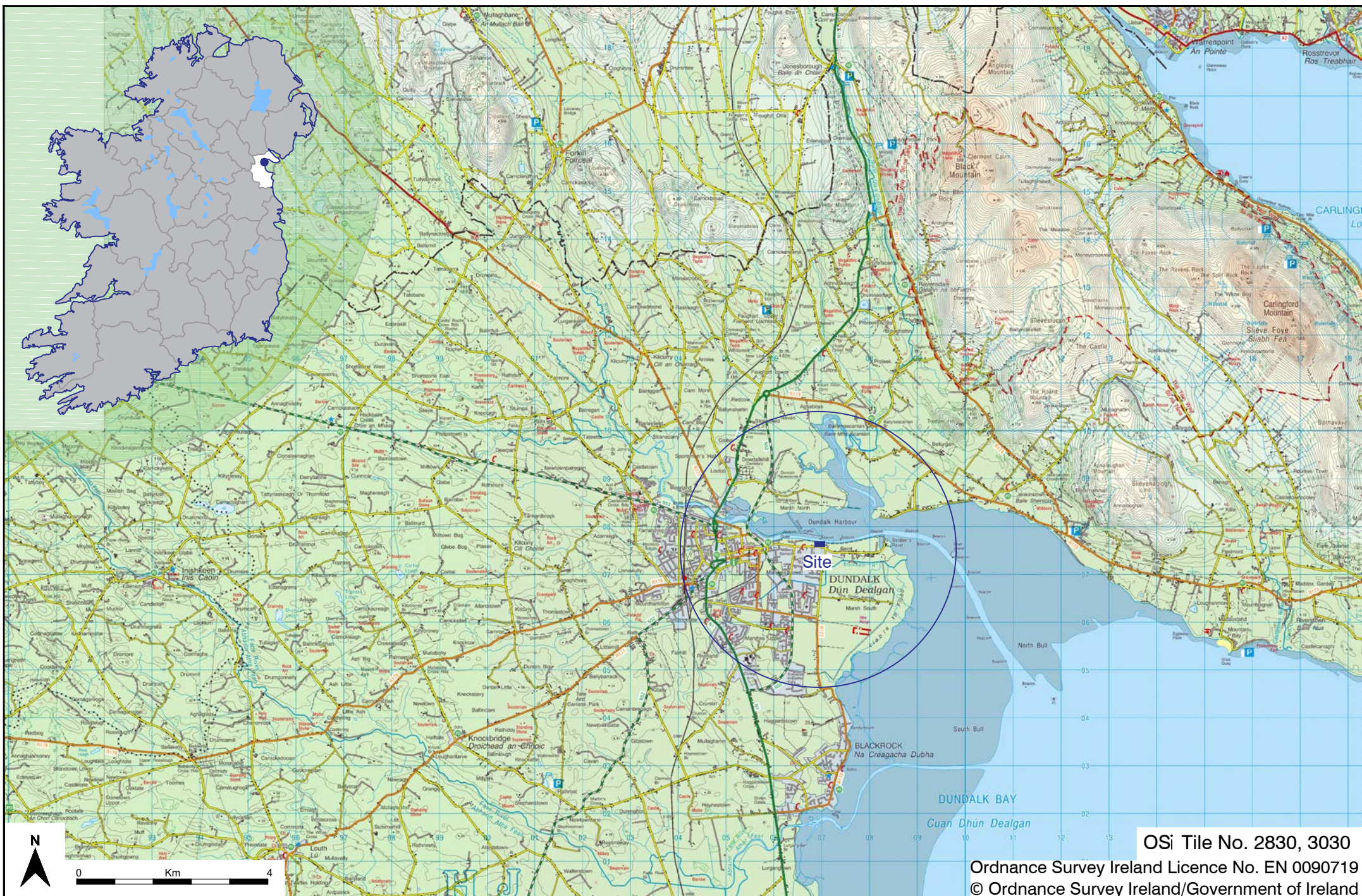
Extract from Ordnance Survey (OS) 25-inch map 1888 (sheet VII.7.17 and VII.7.22)

Extract from Ordnance Survey (OS) 25-inch map 1907

Google Pro Imagery 2005-2021

Google Earth Pro aerial imagery

Map of the County of Louth by Taylor and Skinner (1778)



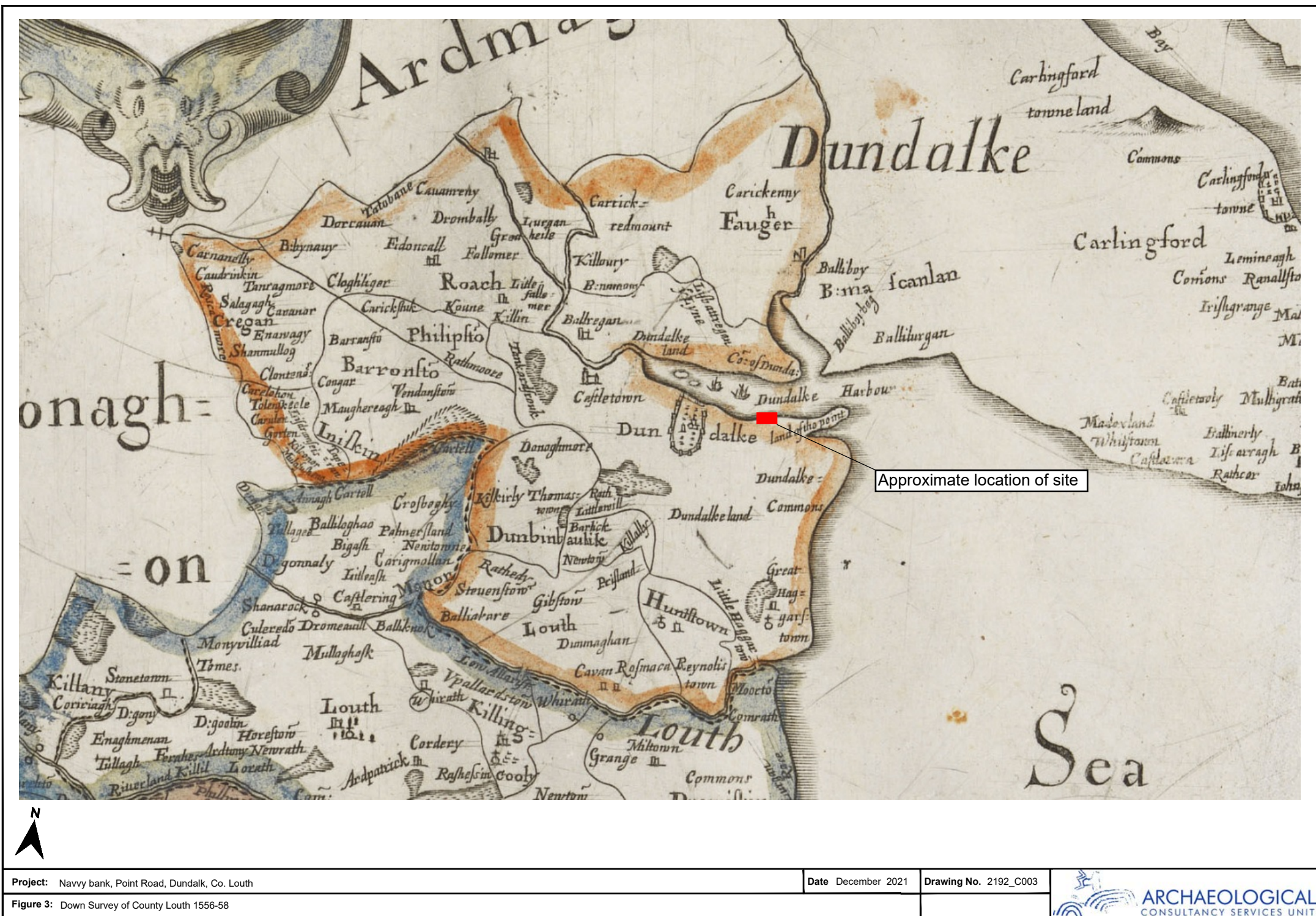
Project: Navy bank, Point Road, Dundalk, Co. Louth

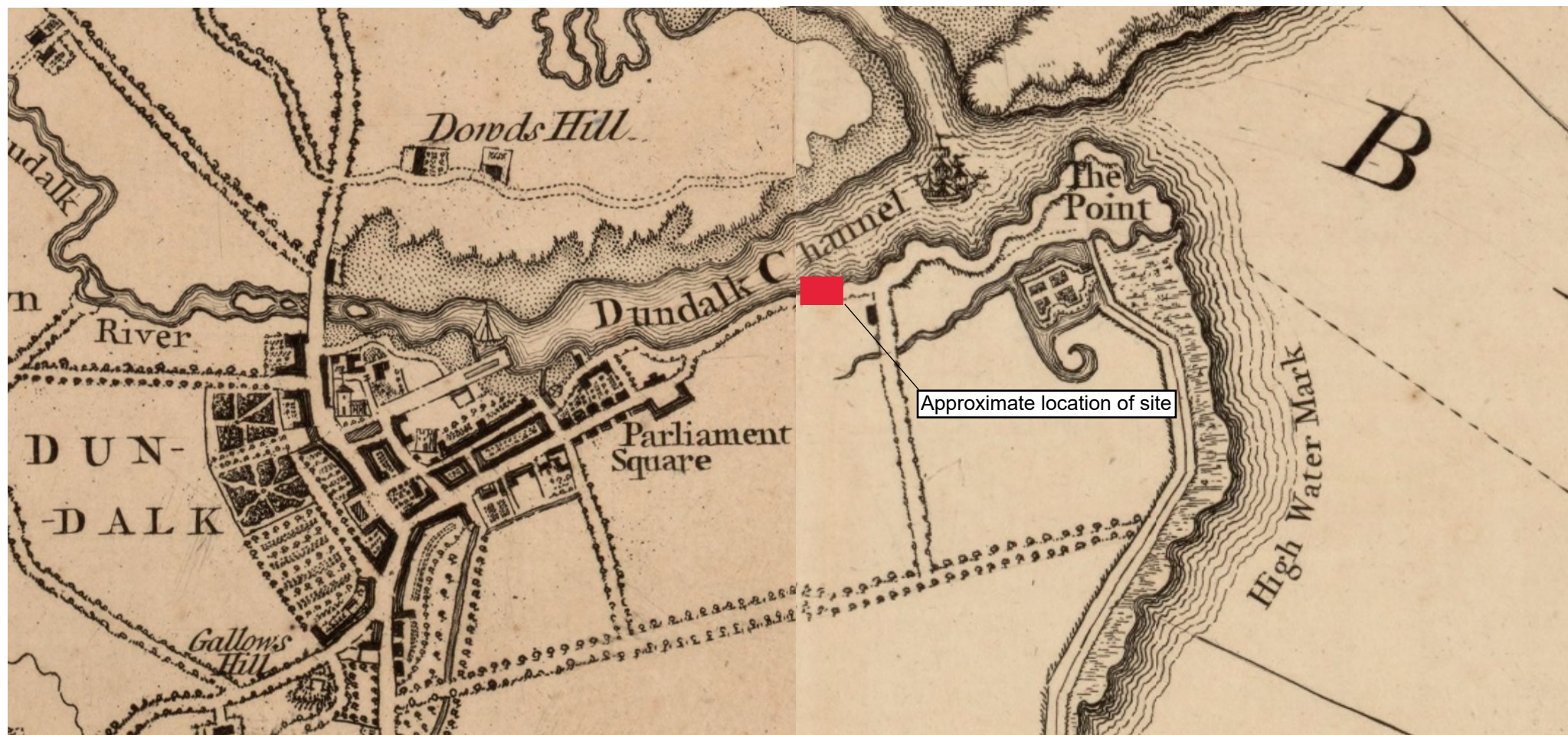
Figure 1: Location of site

Date: Decemberr 2021

Drawing No. 2192_C001

Scale 1:100,000 @ A4





National Library of France

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Date December 2021

Drawing No. 2192_C004

Figure 4: Extract from A Topographical Map of the County of Louth - Matt Wren 1766



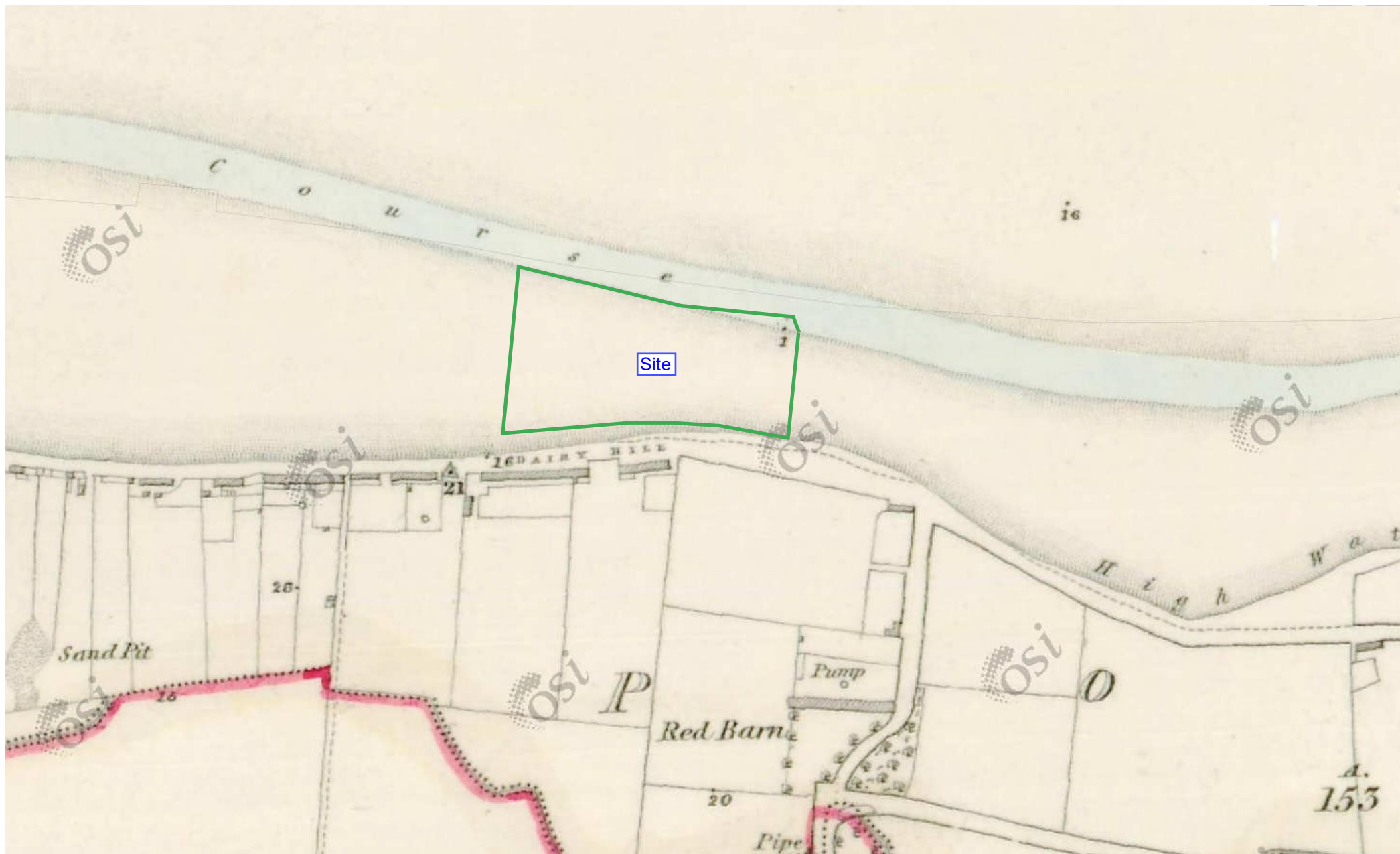
McMasterUniversityLibrary

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Date: December 2021

Drawing No. 2192_C005

Figure 5: Map of the County of Louth: Surveyed by Taylor and Skinner 1778



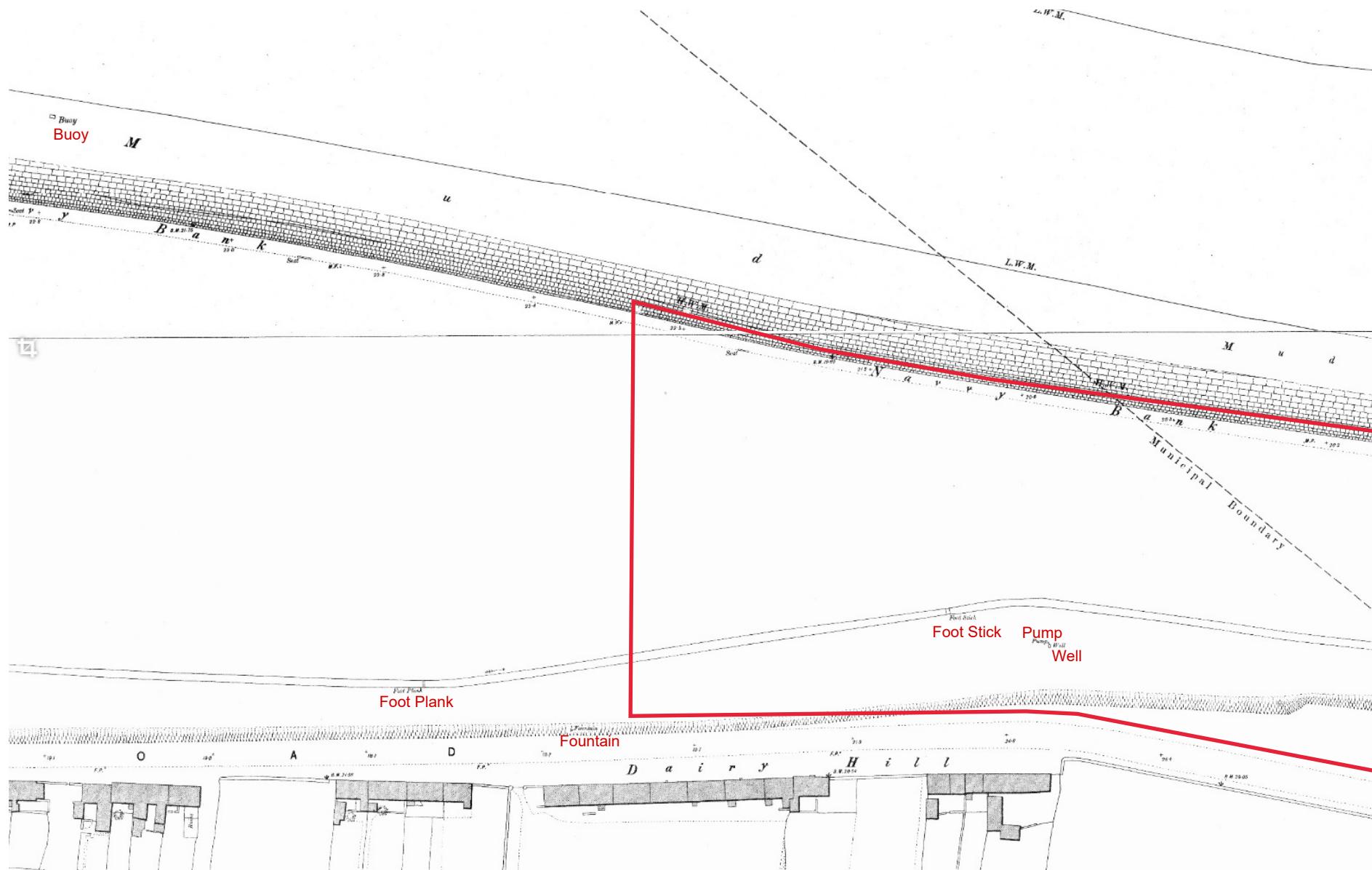
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Date: December 2021

Drawing No. 2192_C006

Figure 6: Extract from 1st edition Ordnance Survey (OS) 6-inch map (surveyed 1834 - published 1836), showing location of site



County Louth : Dundalk : sheet VII.7.17 and VII.7.22

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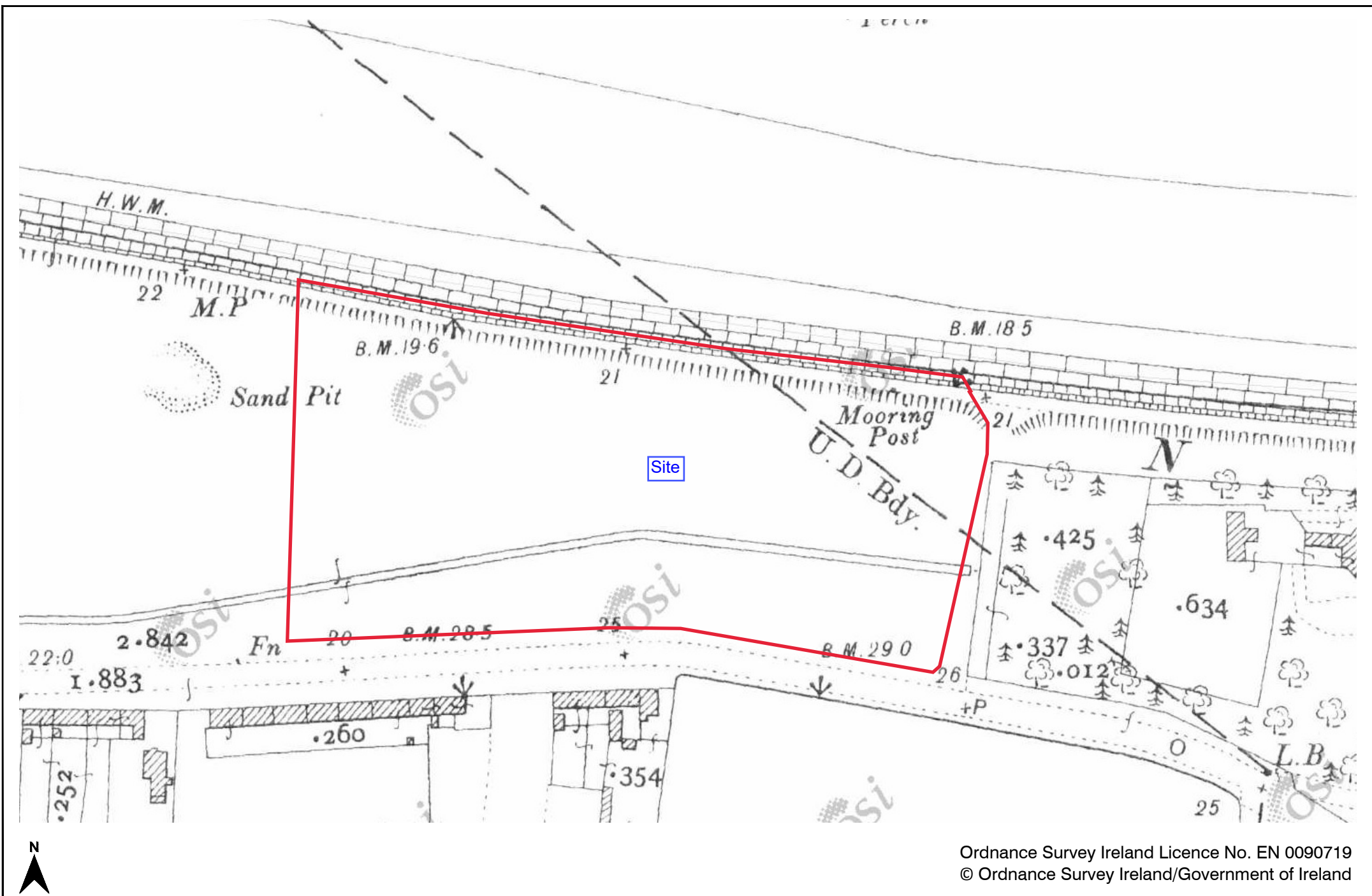
Project: Navy bank, Point Road, Dundalk, Co. Louth

Date December 2021

Drawing No. 2192_C007

Figure 7: Ordnance Survey of Ireland. County Louth: Dundalk: sheet VII.7.17 and VII.7.22 1888





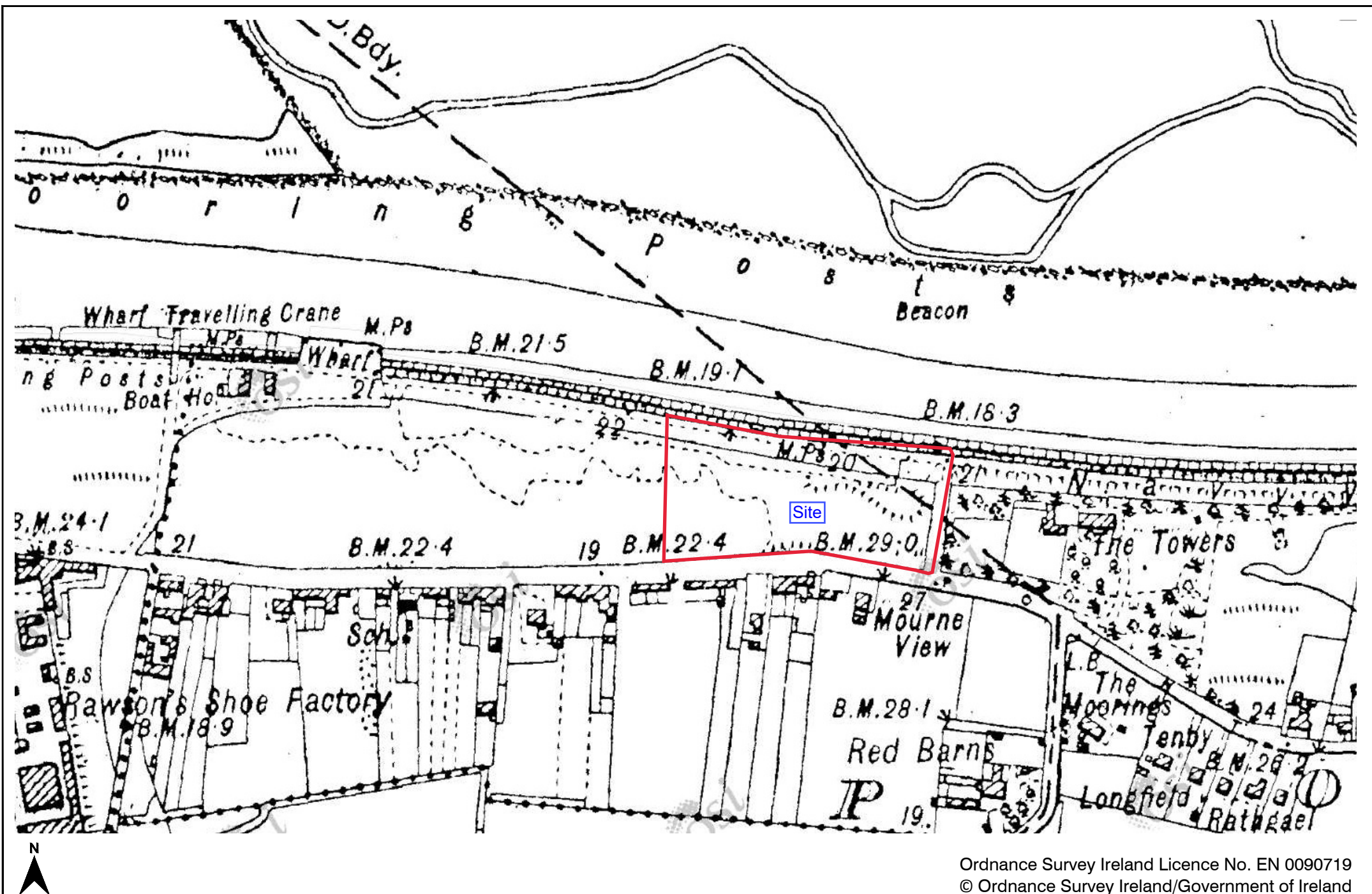
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Date: December 2021

Drawing No. 2192_C008

Figure 8: Extract from 3rd edition Ordnance Survey (OS) 25-inch map (surveyed 1907 - published 1909), showing location of site



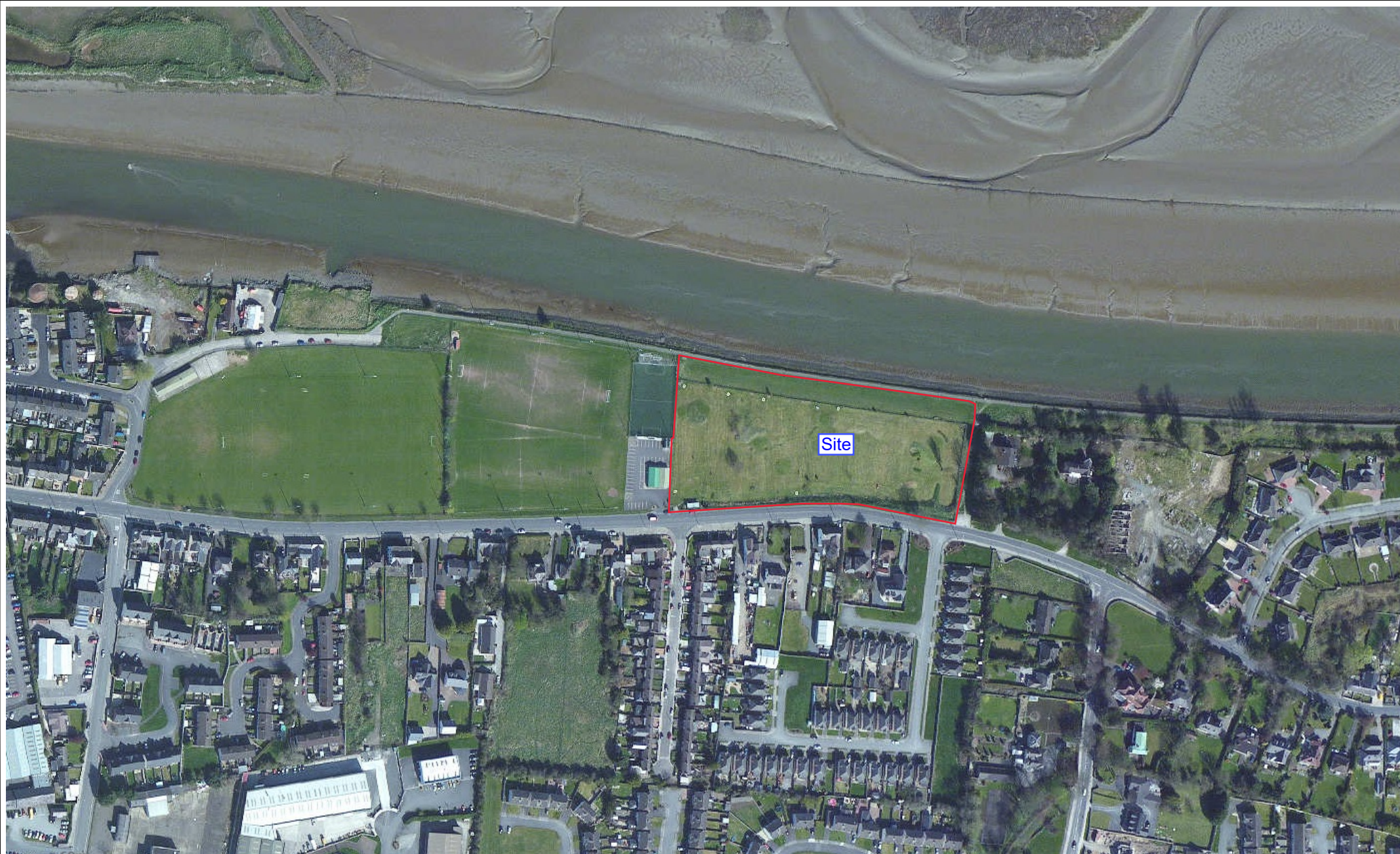
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Date December 2021

Drawing No. 2192_C009

Figure 9: Extract from Cassini edition Ordnance Survey (OS) 6-inch map (1940-42), showing location of site



(C) Google Maps

Project: Navvy bank, Point Road, Dundalk, Co. Louth

Date December 2021

Drawing No. 2192_C010

Figure 10: Aerial of site



Plate 1: View of the north part of site, looking east



Plate 2: View of the north part of site, looking west



Plate 3: Mooring post, looking southwest



Plate 4: View of the north part of site, looking southwest



Plate 5: View of the north part of site, looking west



Plate 6: Stone wall along riverbank, looking west



Plate 7: View of the north part of site, looking west.



Plate 8: Pathway along east edge of site looking south.



Plate 9: View of north part of the site, looking northwest.



Plate 10: View of the south part of the site, looking west.



Plate 11: View of the south part of the site, looking northeast



Plate 12: View of the south part of the site, looking northwest.