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LAOIS
COUNTY COUNCIL



ARCHAEOLOGICAL
CONSULTANCY
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M7 Portlaoise-Castletown/ M8 Portlaoise-Cullahill Motorway Scheme

Contract 3 Clonboyne - Gortnaclea
Phase 2 - Excavation

Report on the Archaeological Excavation
of
Clonrud 5, Co. Laois

Ministerial Directions No.
A015/051
E2166

Deirdre Murphy
Report by Murphy with Kane

November 2008
Final

(Senior Archaeologist: Deirdre Murphy)

PROJECT DETAILS

Project	M7 Portlaoise to Castletown/ M8 Portlaoise to Cullahill Motorway Scheme
Client	Laois County Council, County Hall, Portlaoise, County Laois
Contract	Contract 3
Site Name	Clonrud 5, Co. Laois
Townland	Clonrud
Nat. Grid Ref.	237635, 189974
OS Map Ref.	OS 6 inch sheet 16 & 22
Chainage	24700-24750
Ministerial Directions No.	A015/051
Record No.	E2166
Archaeologist	Deirdre Murphy
Senior Archaeologist	Deirdre Murphy
Report Type	Final
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The excavation was carried out in accordance with the Directions of the Minister for the Environment, Heritage and Local Government (DOEHLG), in consultation with the National Museum of Ireland (NMI) issued under Section 14 of the National Monuments Acts 1930–2004.

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NON TECHNICAL SUMMARY

The proposed M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme consists of approximately 41km of motorway and 11km of single dual carriageway commencing to the southwest of the existing Portlaoise Bypass and running in a southern direction tying into the existing N8 at Oldtown. A portion of the scheme runs to the west tying into the existing N7 near Borris-in-Ossory. The Archaeological Works contract is subdivided into three separate contracts. The following report describes the results of archaeological excavation along one section of the planned M8 Portlaoise to Cullahill Motorway Scheme, at Clonrud, County Laois, Contract 3.

Contract 3 consists of approximately 15km of motorway, which extends north-south from the termination of the Portlaoise By-pass to Aghaboe through the townlands from Clonboyne to Gorthnaclea. The site was identified during various stages of archaeological testing carried out by Deirdre Murphy of Archaeological Consultancy Services Ltd between May 2005-June 2006 under ministerial direction (A015/052) from The Minister of the Environment, Heritage and Local Government, issued in consultation with the National Museum of Ireland (NMI) issued under Section 14 of the National Monuments (Amendment) Act 2004. The site was designated Clonrud 5. It was resolved immediately as part of the programme of testing.

For recording purposes, the site was resolved under the same no. A015/051 and record no. E2166 as Testing Area 10 Contract 3. Fifteen trenches were excavated within Field 243 (Plot 205) and a linear feature consisting of cut timbers and possible upright posts was located in this area. Excavation concluded that this feature was a modern drain. No artefacts were recorded.

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1. INTRODUCTION

1.1 Site Location

This report details the results of the archaeological excavation of a site on the M7 Portlaoise – Castletown/M8 Portlaoise-Cullahill Motorway Scheme at Clonrud 5, Contract 3, County Laois (Ordnance Survey six-inch sheet 16 & 22, National Grid Co-ordinates 237635, 189974 Figures 1–6). The site at Clonrud 5 was situated southwest of Cappaloughlin townland and was located to the northeast of the medieval enclosure at Killeany 1. It was located at Chainage 24700-24750 of the proposed scheme, in the townland of Clonrud and within the Parish of Clonagheen & Clonenagh.

1.2 Scope of the Project

The purpose of the Archaeological Services Project was to conduct Archaeological Site Investigations within the lands made available for the scheme and to assess the nature and extent of any new potential archaeological sites uncovered (Phase 1). This phase of the project was carried out in March-June 2005 and throughout 2006 when access to land became available. The principal aim of this phase of the project was to test the known sites, including sites of potential identified in the EIS and through aerial photography. It sought to test for any previously unknown sites that may by virtue of their size or complexity lead to significant delays and costs if revealed during construction works. This phase of the project also tried to assess the archaeological risk across the scheme by examining the volume, range, complexity and distribution of archaeology identified during testing.

The second phase of the project involved the resolution of all archaeological sites identified within the proposed road corridor prior to commencement of the construction of the motorway (Phase 2). The aim of this phase of works was to clear the entire route of archaeology in order to avoid delays and costs during construction works. This phase of the project was carried out from July 2005-October 2006 and excavations were conducted by seven licensed directors under the management of a Senior Archaeologist, Deirdre Murphy. In total ninety-two sites were excavated during this phase of works and all excavations were given separate record numbers issued by The Department of the Environment, Heritage and Local Government.

Following completion of fieldwork a programme of post-excavation analysis was necessary as reports on the archaeological findings must be published. A dissemination strategy also forms a crucial part of this phase of the project. It is proposed that all final reports will be submitted to the relevant authorities by February 2009 and that publication and public lectures/seminars will

follow thereafter. Both the format and timescale for publication and seminars will be decided in consultation with the Project Archaeologist.

1.3 Circumstances of Discovery

An archaeological assessment of this site was carried out in advance of the construction of the M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, on behalf of Laois County Council by Deirdre Murphy of Archaeological Consultancy Services Ltd. An initial assessment was undertaken in March-May 2005. Additional assessment followed in May 2006, which identified this site under ministerial direction number A015/051. 15 trenches were excavated within Field 243 (Plot 205) and a number of potential archaeological features were identified. The site was designated Clonrud 5.

1.4 Date and Duration of Excavation Works

Excavation of this site was carried out in May 2006 during additional archaeological testing.

1.5 Size and Composition of the Excavation Team

The excavation team was composed of:

One director

One supervisor

Two archaeological assistants

2. RECEIVING ENVIRONMENT

2.1 Detailed Overview of the Receiving Environment

2.1.1 Topographic (Source: EIS vol 7)

The majority of the townland names in the area traversed by the M7 Portlaoise – Castletown/M8 Portlaoise-Cullahill Motorway Scheme are anglicised rather than translated, suggesting the presence of Irish speakers in the area until relatively late, as opposed to settlers or middle class people who might have spoken English to the Ordnance Survey map makers. Many of the anglicised place names describe general land use, vegetation and agriculture, with a large proportion concentrated along the route south of Portlaoise containing the prefix *cluain*, meaning a meadow, or fertile piece of land among bogs, marshes or woods. Such names include Clonboyne, which may translate as Boyne or Baeithin's meadow, and Clonrud may contain the suffix *rua* or red.

The townland of Clonrud is located to the south of the large townland of Clonard or Cappaloughlin. It is bounded to the west by the river Nore, to the south-east by the townland of Cloncough (lying to the east of the river), and to the south-west by the townland of Donore (lying to the west of the river). Further south is the large townland of Killeany.

Through Clonard or Cappaloughlin townland the landscape, which rises to the south and south-west, becomes one of rolling, improved dairy pasture with managed hawthorn hedgerows. Crossing the country road that links Trumra crossroads to Kilbricken at Chainage 26500 (*c.*2km north of Clonrud 5), the scheme passes *c.*350m to the east of the former Kilbricken School, or St Beacan's National School. A ruined property is traversed by the scheme at Chainage 24420 in Clonrud townland (*c.*100m north of Clonrud 5). The ruin is situated on a natural ridge orientated roughly north-south in cattle-grazed pasture close to the banks of the river Nore. Surrounding pasture to the west and south is slightly undulating, with a number of mounds or knolls and reedy hollows. An active farm, with a modern dwelling house or bungalow, is also situated *c.*40m to the west of the scheme at Chainage 24850 in the same townland (*c.*350m north-west of Clonrud 5). A wide and unwadeable drainage ditch exists on the townland boundary between Clonard and Cappaloughlin (Chainage 25225, *c.*660m north of Clonrud 5).

Through Cloncough townland, the undulating nature of the landscape gives rise to much more level and damp pasture, requiring the presence of drainage ditches, on the approach towards the river Nore, i.e. the Nore floodplain. Clonrud 5 is *c.*400m east of the river. One of the larger ditch crossings, on a tributary of the Nore, occurs at Chainage 24000 (*c.*400m south of Clonrud 5). The river Nore is *c.*8m wide by *c.*3.5m deep during normal flow. It is characterised by earthen banks,

c.2m high, that have been artificially raised in an effort to prevent flooding. The scheme crosses the Nore at Chainage 23750, c.700m south of Clonrud 5, at which point it forms the townland boundary between Cloncough and Killeany.

Donore House, a large 19th-century ruin, is situated 143m west of the River Nore crossing (Chainage 23700; c.700m southwest of Clonrud 5). Pasture land to the east of the present property in Donore townland, and south of the river Nore, comprises level, poorly drained meadow, with agricultural ditches delimiting each field. The landscape becomes noticeably drier with distance from the Nore, as it rises gently upwards towards Togher crossroads (c.1.5km southwest of Clonrud 5). The place name ‘togher’ is derived from tochar, which means a causeway over bog or marsh and its use suggests the presence of a trackway. The bogland in Killeany, as indicated on the 1841 edition OS map, has been replaced by a mature conifer plantation, Togher Grove, c.1.4km southwest of Clonrud 5.

Land that may be termed ‘bog margin’ has archaeological potential. Marginal wetland attracted human settlement from the time the bog first began to grow and expand in the landscape in the prehistoric period. The archaeological potential is increased because of the capabilities of such environments to preserve archaeological remains. The types of archaeological features that may be encountered include *fulachta fiadh*, trackways across the bogs, burials and possible settlement on the drier grasslands on the margins. Further bog margin is traversed through Clonard or Cappaloughlin and Clonrud townlands between Chainage 24650 and 25900. Clonrud 5 lies at the southern limit of this bog margin area of potential, as defined in the Environmental Impact Statement.

2.1.2 Archaeological & Historic

Created a county in 1556 and formerly called Queen’s County, the landscape of Laois is dominated by tillage and pasture. The underlying rock of the lowlands is limestone and the county rises in the north to the Slieve Bloom Mountains where the underlying geology is sandstone. The largest rivers in the county are the Nore and the Barrow.

Activity from the Neolithic period (4000–2400BC) is poorly represented in County Laois. No definite megalithic tombs (court tombs, portal tombs, passage tombs and wedge tombs) have been identified in the county, although Sweetman *et al* (1995) recorded eight possible examples. Hilltop cairns which have their origins in the Neolithic period have also been recorded. Such

monuments would have performed a number of functions including depositories for the dead, settings for religious activity and markers in time and space.

Towards the end of the third millennium BC, significant changes occurred in pottery and, with the introduction of bronze, technology. Changes also occurred in burial rites. While in the Neolithic period the remains of a number of individuals were placed in the chambers of megalithic tombs, in the Early Bronze Age the dominant rite was for individual inhumations or cremations in cists or pits. Such cists and pits occur singularly or in groups. They can have no apparent surface indications or can occur under burial mounds or be inserted into earlier mounds. Where composed primarily of stone, these mounds are known as cairns and where made mainly of earth they are known as barrows. Monument types within the barrow class include the ring-barrow where the mound is enclosed by an outer ditch and bank, and bowl barrows which have a central dome-shaped mound. It is probable that some of the sites identified as ring ditches from aerial photographs are ploughed-out ring-barrows. Evidence indicates that the tradition of placing inhumations or cremations under or into mounds continued into the Iron Age (see below).

Stone circles, standing stones and stone alignments also date to the Bronze Age period. The Record of Monuments and Places (RMP) records seven stone circles in County Laois, while forty-eight standing stones have also been recorded. The most widespread Bronze Age sites are *fulachta fiadh* or burnt mounds. The RMP records twenty such monuments in County Laois, although a number of *fulachta fiadh* have been identified by recent archaeological work in advance of road construction. Three *fulachta fiadh* were excavated ahead of the Portlaoise Bypass in Derry townland, and three on the Carlow Northern Relief Road. Extant sites of this type often consist of a mound of burnt stone, soil and charcoal generally associated with a water-filled trough. Where the mound has been ploughed out, such sites are often identified as spreads of burnt material. Excavation has revealed that troughs, pits and stakeholes are often associated with such sites. It is thought that hot stones were added to the water in the trough to heat it, although for what purpose remains open to interpretation. The most popular suggestions are that these were used for cooking or as sweat lodges.

One crannóg is recorded in the county (LA028:090). While also dating to later periods, such sites may have had their origins in the Bronze Age. Settlement sites of the Iron Age (c.700BC–AD400) are extremely difficult to identify in the landscape. Three hillforts and one possible hillfort have been identified in the county (Sweetman *et al* 1995). Such sites may have their origins in the Late Bronze Age. One inland promontory (or cliff-edge fort) has been identified in

Ballyprior townland (*ibid*). Based on comparisons with coastal promontory forts, inland promontory forts are traditionally ascribed an Iron Age date. In comparison with the settlement record and with evidence from the rest of the country, the funerary record is relatively rich. An Early Iron Age archaeological complex was excavated at Ballydavis in the course of the construction of the Portlaoise By-Pass. Excavated features included four ring-ditches, furnaces and pits and the finds comprised a bronze box, fibulae, glass beads and bronze and iron objects (Keeley 1999, 25). The central cremation in Site 1, a 16m diameter ring-ditch, produced a rich artefactual assemblage including a fibula, over eighty stone and glass beads and a cylindrical bronze box which has parallels with a similar container from a chariot burial at Wetwang Slack (Waddell 1998, 368). Further ring-ditches were excavated in Ballydavis townland in advance of construction of the present M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme. Nine ring-barrows have been previously recorded in the area surrounding Ballydavis (Sweetman *et al* 1995). While a long chronology for the construction and use of ring-barrows is noted, these monuments may be contemporary with the Ballydavis complex excavated by Keeley.

The county of Laois takes its name from the Laigis who were regarded as descendants of the *Cruthin* or *Cruithne* (Murchadha 1999). An historical tract known as *De Peritia et Genealogia Loichsi* provides information on the history of the Laigis. The territory of the Laigis was divided into a number of territorial divisions known as septs including the sept of *Mag Rechet* which corresponds to Morrett townland including the Great Heath. The pre-eminent sept was *Mag Reta* including the early medieval dun ⁽³⁾ at Dunamase (*Dun Masc*). The kings of *Mag Reta* were the kings of the Laigse, and it was from these that the O'Mores were descended. The fortunes of the Laigis declined in the tenth century and the territory under their control also declined. Some influence was regained immediately prior to the Anglo-Norman colonization (*ibid*, 54).

The archaeology of the early medieval period (AD400–800) in Laois is characterised by ringforts, souterrains and ecclesiastical sites. The term 'rath' is used where a ringfort is defined by an earthen bank. Univallate enclosures, where the site is defined by a single bank, are the most common type of ringfort. The entrance into a ringfort usually comprises an un-dug causeway across the ditch leading to a gap in the bank(s). It is probable that each ringfort was a farmstead occupied by a single family unit and their retainers (Aalen *et al* 1997, 32). While such sites had a protective function, such as the defence of stock from cattle raiding, the size and type of enclosure may also have reflected the status of the inhabitants. The RMP for County Laois records 172 ringforts and raths. A total of 348 enclosures are also recorded. The majority of these enclosures are possibly of early medieval date.

Souterrains are underground or semi-subterranean passages and have been found in association with ecclesiastical sites, enclosed and unenclosed settlements and isolated examples may indicate the former presence of an unenclosed settlement. A total of eleven souterrains are recorded in the RMP for the county. A variety of techniques were used in the construction of souterrains. Earth-cut, rock-cut, a combination of earth-cut and rock-cut or, less commonly, tunnelled souterrains all exist. The supporting walls are commonly of drystone construction and are roofed with stone, although wooden variants have also been excavated. Internal features of souterrains include creeps and blinds, drains and murder holes. These features suggest that souterrains were used for refuge, although they may also have been used for storage. The majority of souterrains date to the Early Christian period, in particular to the eighth to the twelfth centuries AD (Clinton 2001).

The introduction of Christianity in the fifth century led to the development of numerous monastic foundations throughout Laois. By the eighth century, the layout of these ecclesiastical centres had formalised into two concentric enclosures: an inner enclosure surrounding a church and graveyard and an outer enclosure surrounding dwellings and workshops. In addition to their religious functions, monasteries became centres for trade and crafts, performing many proto-urban (central place) functions. Patronage from wealthy aristocrats ensured not only that many monasteries were wealthy and powerful, but also that religious and secular power was connected and that the fortunes of the monasteries were linked to the fortunes of the patrons. The second reform synod of AD1111 held at Rathbreasail and the later Anglo-Norman colonization of the county removed the power and influence of the old monastic churches. One of the main beneficiaries of this decline was the Cistercian order.

A wide variety of sites are termed holy wells. A total of forty-five holy wells have been recorded in County Laois (Sweetman *et al* 1995). It is possible that some holy wells may be pre-Christian sites, later converted to Christianity while others are the sites of earlier ecclesiastical activity.

The Anglo-Norman conquest of Laois began in 1169 when MacGillpatrick invaded Laois with Maurice de Predergast. It was the Anglo-Normans who constructed ringworks, motte-and-baileys, stone castles and later, moated sites. Mottes comprise flat-topped steep-sided conical mounds surrounded by a bank and ditch. Timber buildings and defences would have been located on the flat summit of the motte. The bailey is an outer enclosure which may or may not be attached to the motte. The buildings and defences of baileys would also have been constructed of wood. Eighteen motte-and-baileys have been recorded in County Laois. Stone castles were also constructed. The Rock of Dunamase became the most important Anglo-Norman fortification in

Laois. Built by Meiler Fitzhenry on the site of an early medieval fortification, the first castle comprised a keep enclosed by a curtain wall. A lower ward and inner and outer barbican were added by William Marshall after 1208 (Bradley 1999).

The Anglo-Normans founded a number of manors, boroughs and towns. There is historical evidence for the foundation of at least three boroughs in the east of the county: Castletown, Kilabban and Newtown of Leys. Evidence suggests earlier secular or religious centres at Kilabban and Newtown of Leys close to the Rock of Dunamase. Anglo-Norman colonization in Laois was not as successful as neighbouring Kildare and throughout the fourteenth century the boroughs declined.

Tower houses, or fortified stone residences, were built in County Laois from the fourteenth to the seventeenth centuries. Sweetman *et al* describe tower houses as being “rectangular in plan, up to five storeys high, often with two diagonally opposed projecting angle towers and usually containing such features as a barrel vault over the ground floor, mural passages, stairwell, garderobe and murder-hole (Sweetman *et al* 1995, 110). The RMP records thirty-four tower houses in Laois.

The failure of Thomas Fitzgerald’s revolt (1534–36) led to the suppression of the Fitzgeralds and their allies in Laois. The counties of Laois and Offaly were confiscated by the Crown in 1557. To control the area, attempts were made to plant the counties of Laois and Offaly with English, Welsh and Scottish settlers but these were not successful until the late sixteenth century. New towns were established including Fort Protector (later Maryborough and later still Portlaoise) in 1548 and Ballinakill in 1570.

The seventeenth century was a time of unrest in the county with skirmishes and sieges related to the Catholic rebellion, the reaction of the government forces under Ormond, the campaigns of the Confederate Army and Cromwell and later the Williamite Wars. In contrast, the eighteenth century was a time of stability and this is reflected by the construction of grand country houses and the development of estates and estate villages. Mountrath, Portarlinton and Rathdowney, although founded in the seventeenth century, developed in the eighteenth along with Mountmellick, and estate villages such as Abbeyleix, Durrow and Stradbally were built.

Communications were also improved in the eighteenth century with the construction of a number of bridges and roads, the latter indicated by the survival of milestones. By 1790, the Grand Canal had been linked to Mountmellick and the Barrow Navigation System.

While towns continued to grow in the nineteenth century and industry developed, the economic basis of the county remained essentially agricultural and this resulted in the landscape of small enclosed fields, dispersed farmsteads and small villages which are all visible on the Ordnance Survey first-edition six-inch map of the 1830s. A distinctive feature of the vernacular agriculture of County Laois of this period is thatched mud-walled buildings. It was also during the nineteenth century that a number of estates were remodelled and that country houses were built.

3. RESEARCH FRAMEWORK

The research framework for Clonrud 5 will address the following topics:

- (i) The extent of the archaeological site/activity
- (ii) The nature and composition of the archaeological finds, features, layers and deposits on site.
- (iii) The phases of activity on site
- (iv) The nature and phases of construction, use, repair and abandonment of the site.

4. EXCAVATION RESULTS

4.1 Excavation Methodology

Excavation began in May 2006 under Ministerial Direction Number A015/051. Topsoil stripping on this site was carried out by means of a twenty tonne mechanical excavator equipped with a grading bucket. Spoil was managed by a dumper and was stored on archaeologically sterile areas within the limits of the site. The recording techniques employed were based on a recording system that best suits a rural environment. All potential archaeological features exposed were cleaned, recorded (by plan, photographs, levels, feature sheets etc.) and removed by hand excavation. The site was recorded using multi-context planning of all features exposed. An appropriate sampling strategy was employed. Any finds were washed (where appropriate), treated and catalogued on site and left ready for any further post excavation analysis deemed necessary. They were numbered according to the requirements of the National Museum of Ireland from 1 to 99 according to record number and feature number, i.e. E2166:3:1 represents find number 1 within feature number 3 in Clonrud 5, which was excavated under record number E2166. Unless otherwise stated, the features have been measured length-width-depth. All measurements are in

metres. Upon completion of excavation all cuttings were surveyed using GPS equipment and only areas within the CPO were resolved.

4.2 Full Stratigraphic Report

4.2.1 List of Features

- F001** Topsoil
- F002** Natural subsoil
- F003** Linear timber structure (drain)
- F004** Worked timber posts related to F003
- F005** Linear timber structure (probable continuation of F003)

4.2.2 Stratigraphical Matrix

Natural deposits

F001	Topsoil: Consisted of peat. Measured c.0.30m (in depth). No artefacts recorded.
F002	Natural subsoil: Consisted of grey marl to orange boulder clay. Occasional stones included.

Linear timber drain (Figure 7, Plates 2-3)

F003	Linear timber structure in trench 3. Orientated northeast-southwest towards a natural spring. The line of timbers measured 0.38m (max width). This line was quite insubstantial and hence, was too narrow to be a walkway. The function is possibly for drainage and it appears to be modern in nature. No artefacts or samples taken. Above marl, below peat.
F004	Upright timber posts that possibly supported/contained the drain with possible tool marks. May form an upright structure or support for F003. Posts measured 0.35-0.43m x 0.08-0.16m (Length x width). No artefacts or samples taken.
F005	Linear timber structure in trench 9. Orientated northeast-southwest towards a natural spring. Probably same as F003. No artefacts or samples taken.

4.2.3 Stratigraphic Sequencing

Table ... Stratigraphic Groups		
Site Name: Clonrud 5		Record No.: E2166
Period	Phase	Composition
I	1	Formation of subsoil
II	1	Modern Timber Drain
III	1	Formation of topsoil

This report details each unit in the stratigraphic sequence, starting with the earliest.

Period 2

Phase 2 Modern period

Linear Timber Drain (Figure 7, Plates 2-3)

A single linear feature was recorded following the removal of topsoil and the excavation of an additional test trench in Testing Area 10, Contract 3 (Plate 1). F003 (0.38m: max width) consisted of a line of timbers that appeared to form a structure-type feature or boundary. Associated with it was F004 (0.35-0.43m x 0.08-0.16m: length x width), timber posts that were worked. These posts appeared to structurally support F003. Further north F005 was recorded. This appeared to be an extension of F003. Both F003 and F005 were oriented northeast-southwest and were directed towards a natural spring. No artefacts were recovered nor were samples taken.

4.2.4 Stratigraphic Discussion

The excavations at Clonrud 5 exposed the presence of a timber lined drain, probably dating to the Modern period (Figure 7, Plates 1-3). A technical description can be found in the matrix and sequencing above. It was originally thought to have been a trackway or boundary connected with the *fulacht fiadh* site at Clonrud 3, which was located to the southeast of the site. On further investigation however, it was discovered to be modern in nature and probably associated with drainage for agricultural purposes. No artefacts were recovered and no samples were taken as a result.

4.2.5 Stratigraphic Conclusion

During an additional phase of archaeological investigation a modern linear timber drain was exposed in an area of wet marshy ground.

4.3 Artefactual evidence

No artefacts were recovered.

4.4 Environmental Evidence

No samples were taken.

4.5 Dating Evidence

No dates were returned.

5. DISCUSSION

During additional testing in Testing Area 10, Contract 3, a line of timbers oriented northeast-southwest was uncovered. These looked like the insubstantial remnants of a wattle fence or trackway and due to the location adjacent to the fulacht fiadh at Clonrud 3, were considered to have archaeological potential. However, further investigation confirmed the feature was associated with drainage and was modern in nature. No other features were located at or near the site to suggest it was archaeological.

6. INTERPRETATION AND RECONSTRUCTION

This site was interpreted as a modern field drain.

7. ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

As this site appears to represent a modern field drain, there appears to be no archaeological potential or significance.

8. CONCLUSION

This site has been adequately archaeologically assessed and resolved. There are no other archaeological features within the limits of the roadtake. Consequently no further work is required prior to the construction phase of the M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme.

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Sweetman, D. *et al.* (1995) *Archaeological Inventory of County Laois*, Stationery Office: Dublin.

Waddell, J. (1998) *The prehistoric archaeology of Ireland*, Wordwell: Dublin.

9.2 Other Sources

Environmental Impact Statement, M7 Portlaoise-Castletown & M8 Portlaoise-Cullahill Road Scheme, Volume 7, Appendix 3.5.1, Archaeology, Architecture and Cultural Heritage Report. Prepared by Margaret Gowen & Co

Record of Monuments and Places (RMP), The Department of the Environment, Heritage and Local Government, 7 Ely Place Upper, Dublin 2.

Topographical Files of the National Museum of Ireland, Kildare Street, Dublin 2.

9.3 Cartographic Sources

1839 1st edition Ordnance Survey Map

1891 2nd edition Ordnance Survey Map

1909 Ordnance Survey Revision edition RMP map

Signed:

Deirdre Murphy
Senior Archaeologist

November 2008

10. APPENDICES

10.1 Appendix 1: Archive contents

Table Site Archive (Basic) Summary			
Site Name: Clonrud 5		Record No.: E2166 - Scheme No.: A015/151	
Type	Description	Quantity	Notes
Contexts	Validated contexts from excavation	3	All testing reports contexts have been checked and cross-referenced.
Plans	'A2' 1:50	1	Post-ex plan
Sections	'A2' 1:10 (no. of sheets)	0	
Photographs		4	

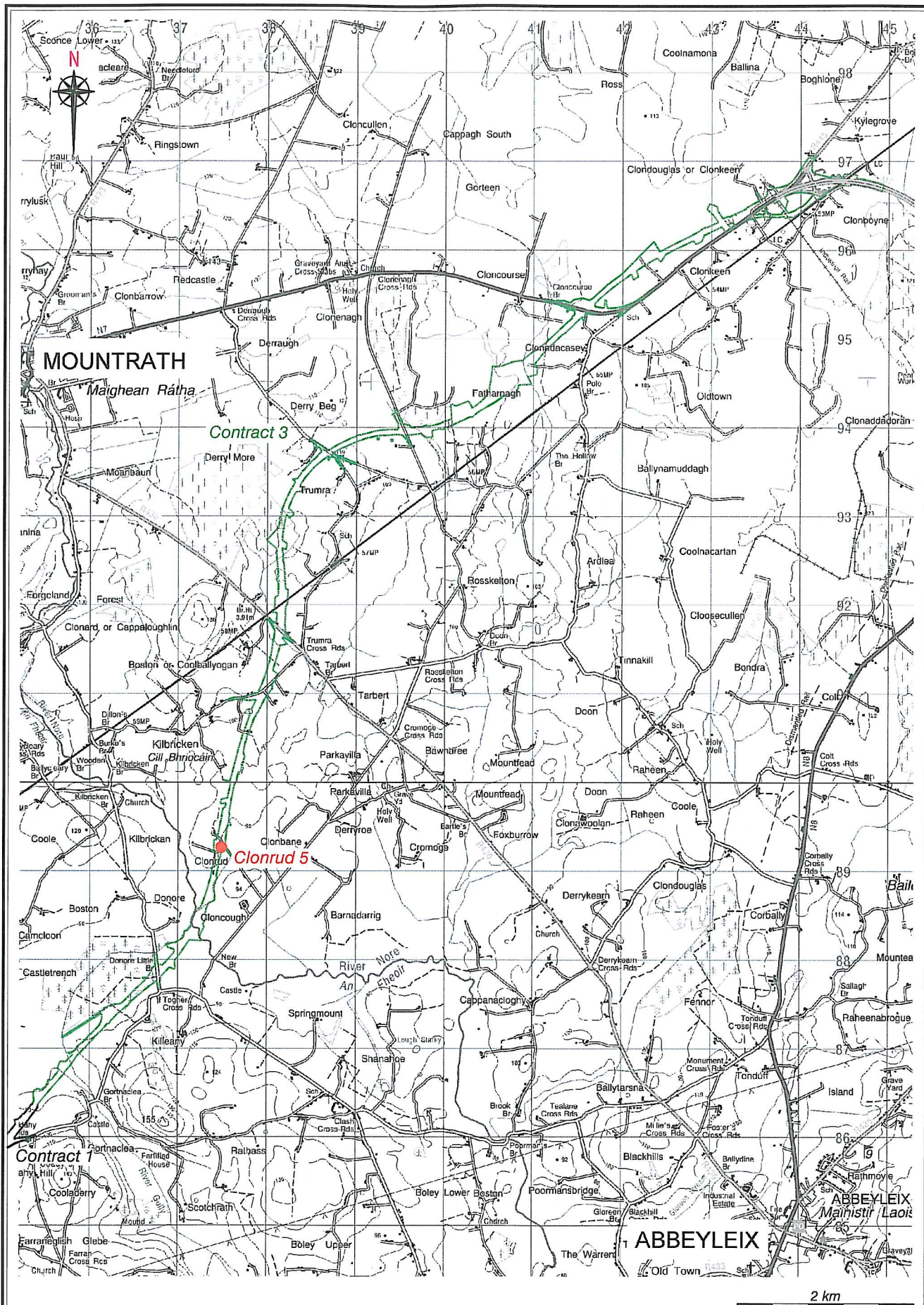


Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth

Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, Co. Laois; Contract 3, Clonrud 5
 Issued for: Archaeological excavation report
 Client: Laois County Council

Scale: 1:125,000 A4
 Date: Nov '08
 Origin: Discovery Series
 Drawing no.: 05_09_C7941

Figure 1: Location of M7/M8 Motorway Scheme showing location of Clonrud 5

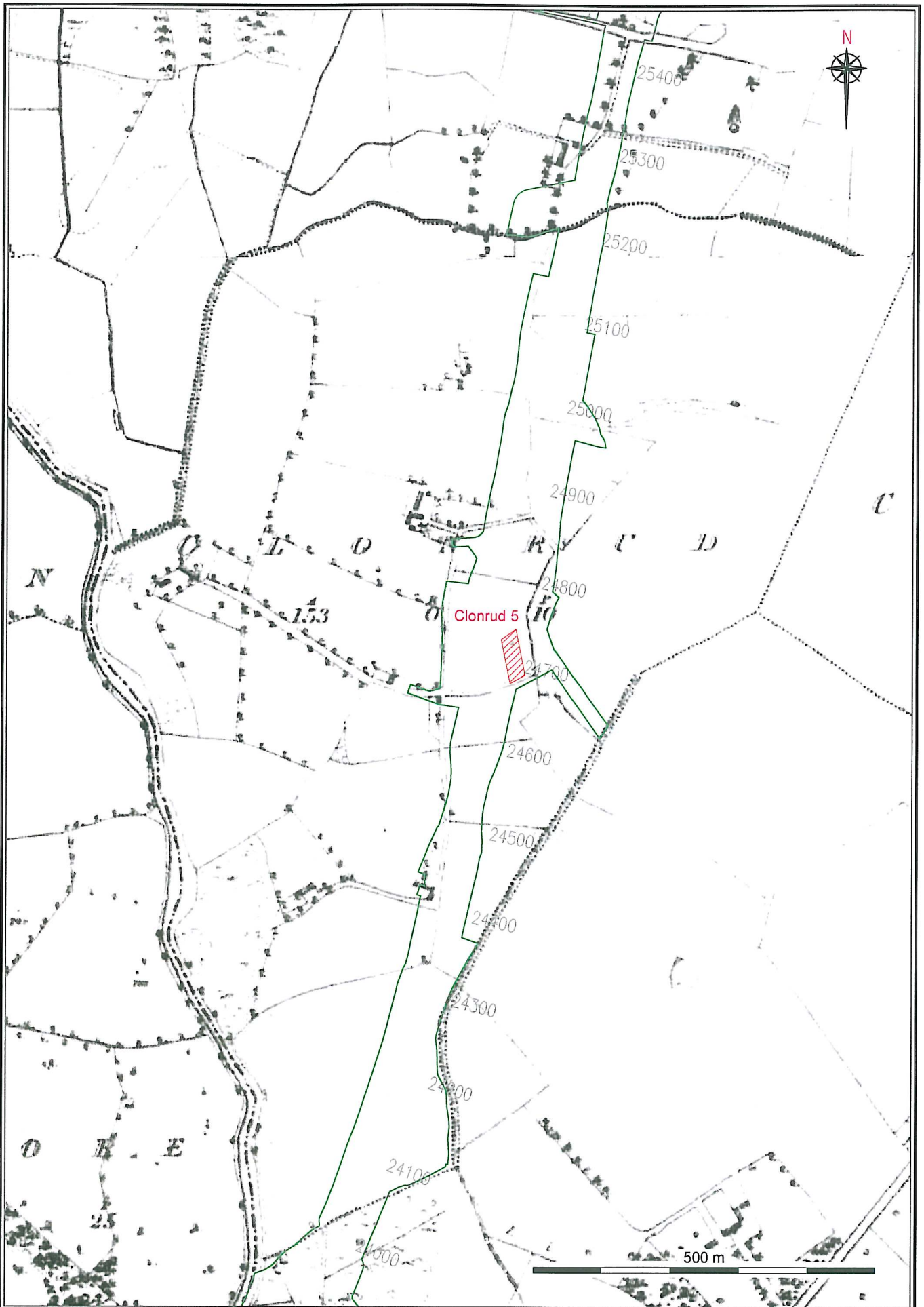


Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth

Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, Co. Laois; Contract 3, Clonrud 5
 Issued for: Archaeological excavation report
 Client: Laois County Council

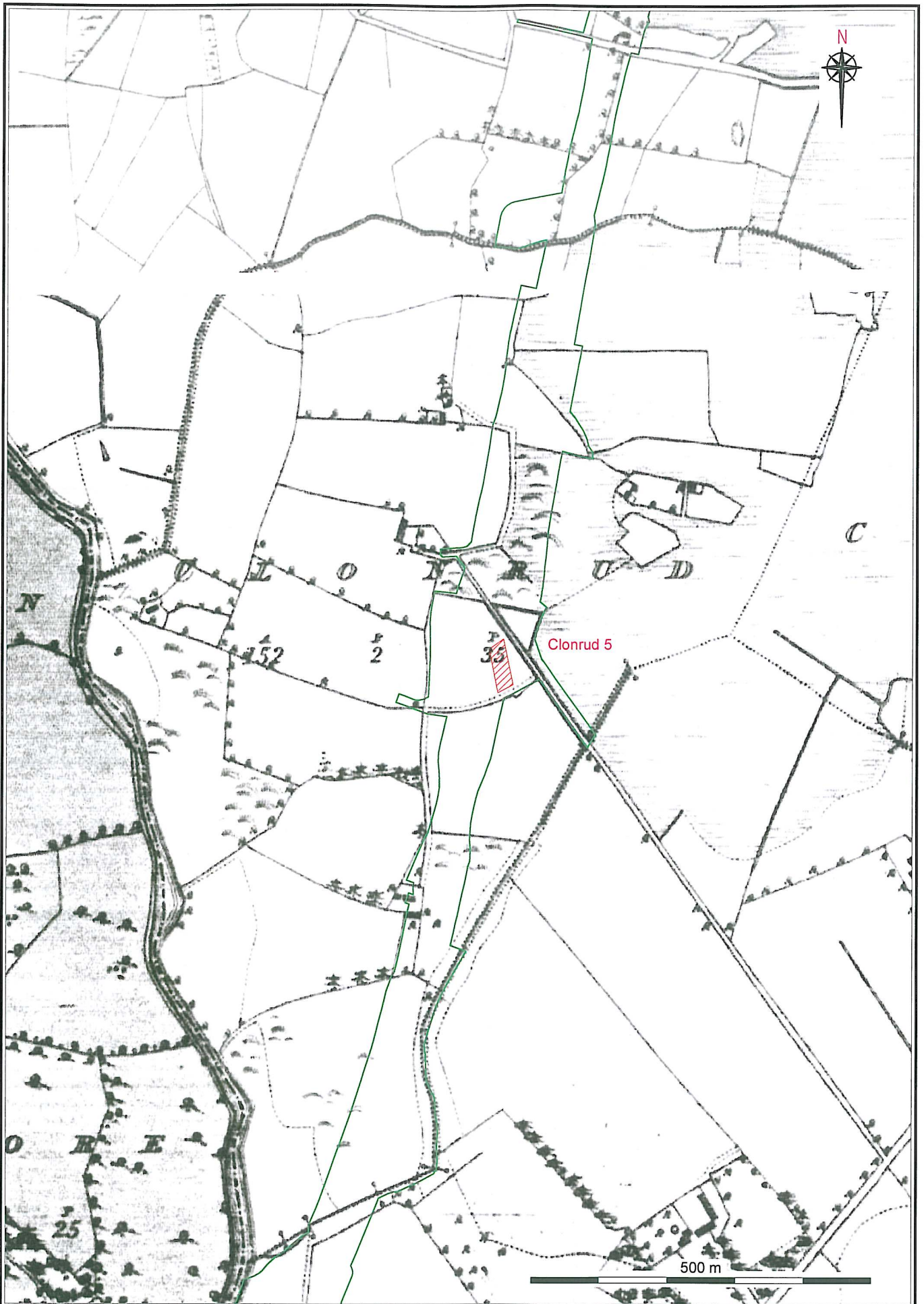
Scale: 1:60,000 A4
 Date: Nov '08
 Origin: Discovery Series
 Drawing no.: 05_09_C7942

Figure 2: Location of Contract 3 showing Clonrud 5



Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth	Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, Co. Laois; Contract 3, Clonrud 5	Scale: 1: 6,000 A4
	Issued for: Archaeological excavation report	Date: Nov '08
	Client: Laois County Council	Origin: OS Laois 1st Ed (1839)
		Drawing no.: 05_09_C7943

Figure 3: Plan showing Clonrud 5 on OSi Laois 1st Ed. (1839) background



Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth	Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, Co. Laois; Contract 3, Clonrud 5	Scale: 1: 6,000 A4 Date: Nov '08
	Issued for: Archaeological excavation report	Origin: OS Laois 2nd Ed (1889-1891)
	Client: Laois County Council	Drawing no.: 05_09_C7944

Figure 4: Plan showing Clonrud 5 on OSi Laois 2nd Ed. (1889-91) background

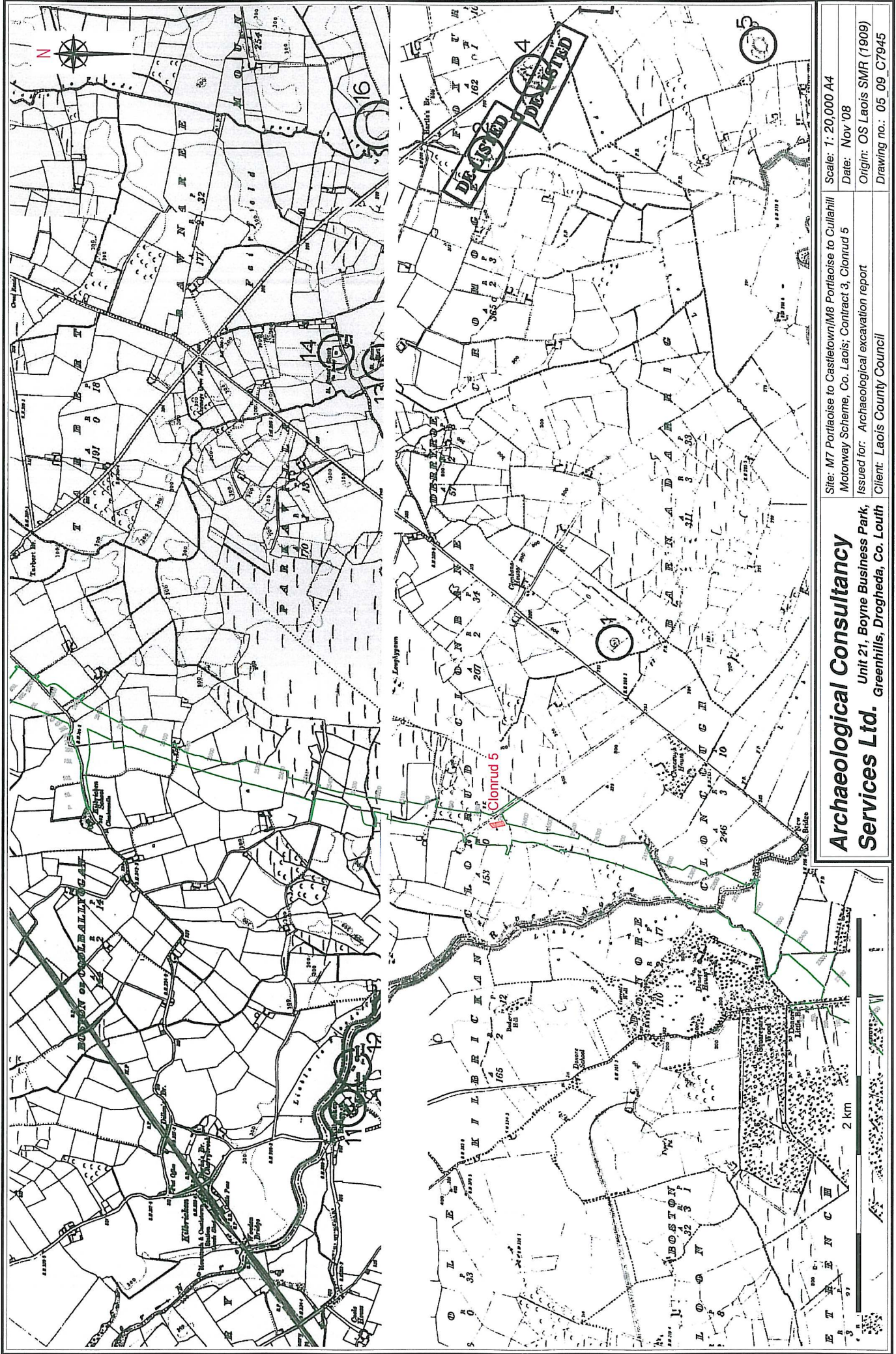
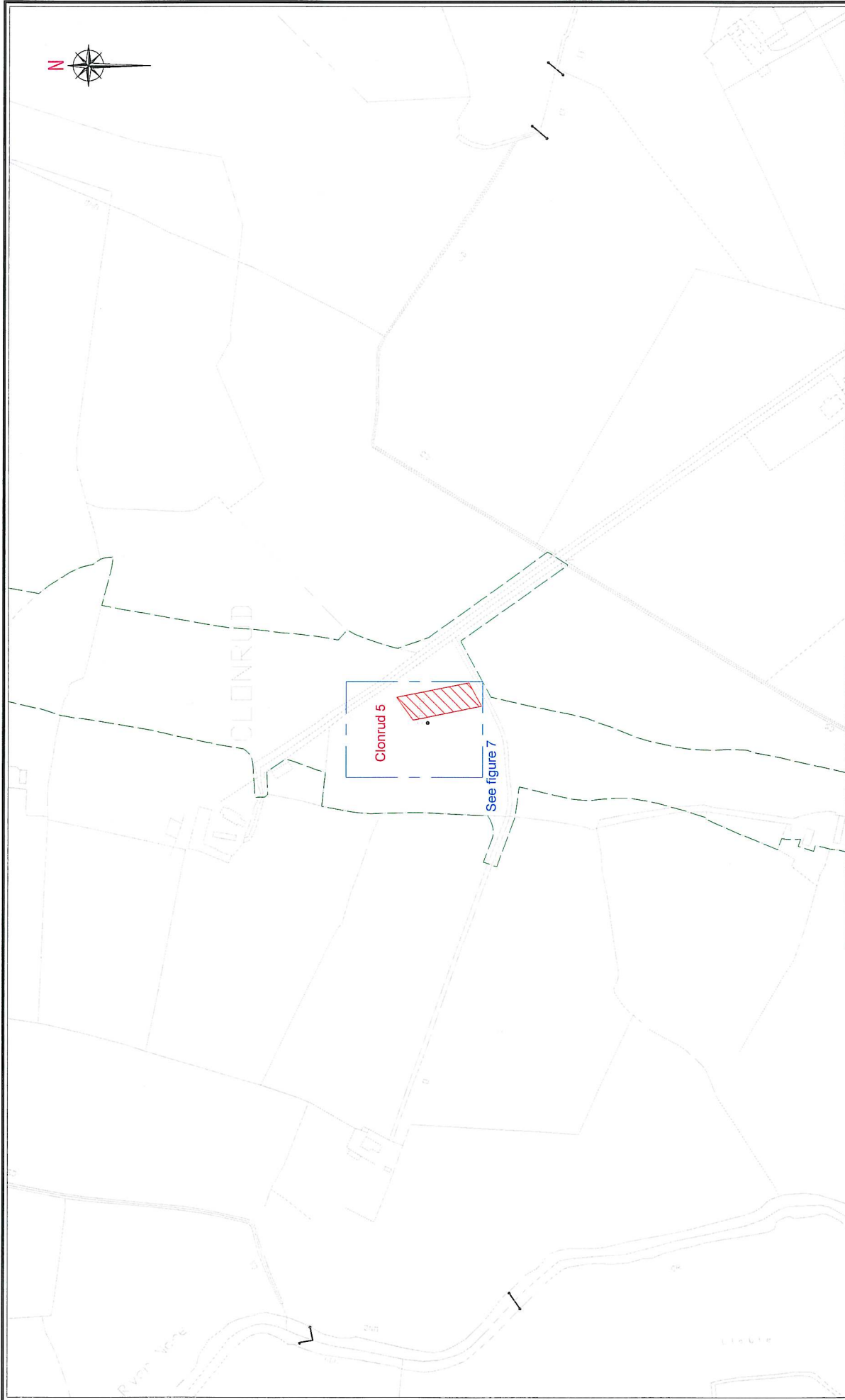
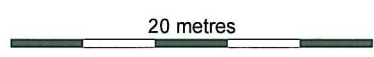
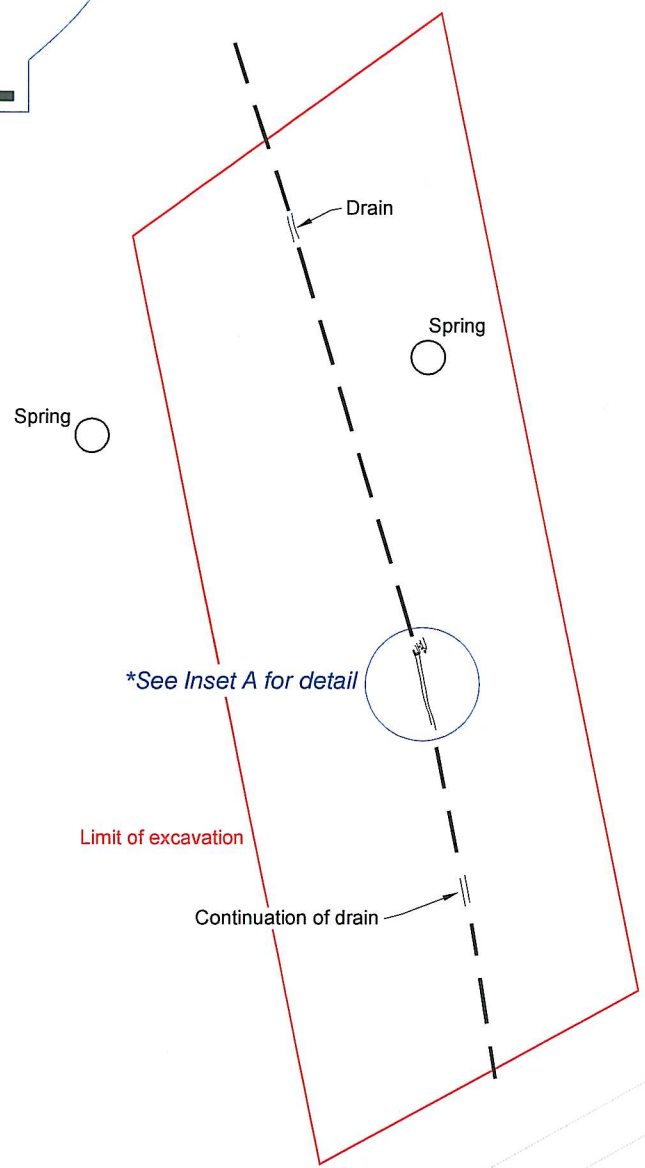
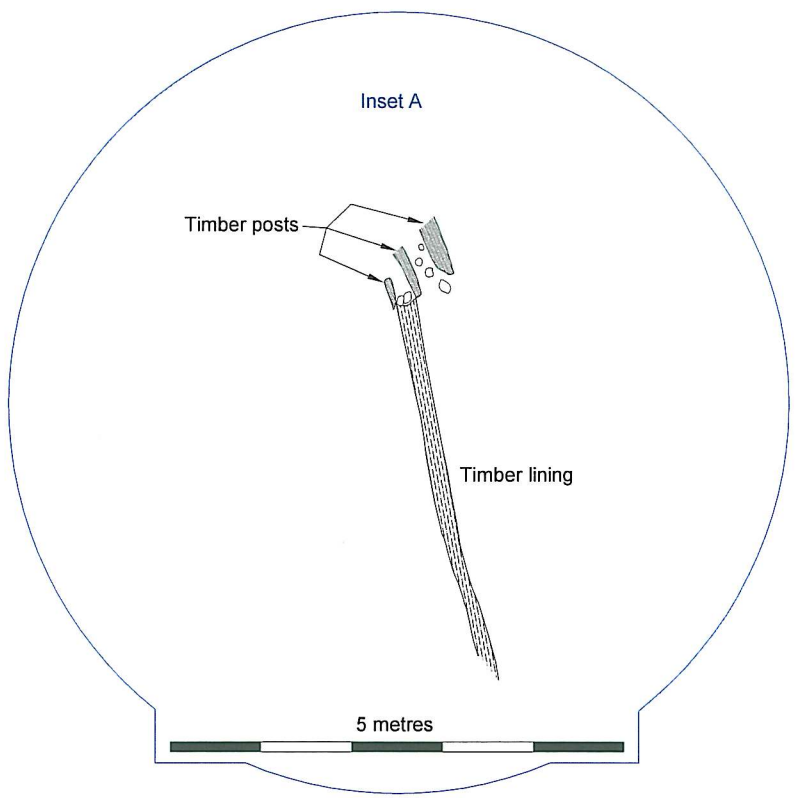


Figure 5: Plan showing Clonrud 5 on OSI Laois SMR 1909 background



Scale: 1:4,000 A4 Date: Nov '08 Origin: ACS Ltd. Drawing no.: 05_09_C7946	Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullin Hill Motorway Scheme, Co. Laois, Contract 3, Clonrud 5 Issued for: Archaeological excavation report Client: Laois County Council	Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth
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Figure 6: Location of Clonrud 5



Archaeological Consultancy Services Ltd. Unit 21, Boyne Business Park, Greenhills, Drogheda, Co. Louth

Site: M7 Portlaoise to Castletown/M8 Portlaoise to Cullahill Motorway Scheme, Co. Laois; Contract 3, Clonrud 5
Issued for: Archaeological excavation report
Client: Laois County Council

Scale: As scalebars
Date: Nov '08
Origin: ACS Ltd.
Drawing no.: 05_09_C7947

Figure 7: Detail of Clonrud 5



Plate 1: North-south trench from north along the eastern boundary (05_09_CP1028_11)



Plate 2: View of timber drain F003 in trench 3 from the south (05_09_CP1028_16)



Plate 3: Close up view of timber drain F003 in trench 3 (05_09_CP1028_18)