

**Archaeological Impact Assessment of a
Proposed Active Travel Project
at Carrick-on-Suir, Co. Tipperary.**

Archaeological Consultant: Mary Henry Archaeological Services Ltd.
Client: Tipperary County Council
Planning Reference No.: Part 8 of the Planning and Development Regulations
Site Type: Urban
Report Author: Mary Henry
Report Status: Final

Table of Contents	Page
1. Introduction	3
2. Location	3
3. Method	5
4. Scope of Works	6
5. Historical, Archaeological and Architectural Heritage Background	7
<i>5.1 Historical Background</i>	<i>7</i>
<i>5.2 Archaeological Background</i>	<i>8</i>
<i>5.3 Architectural Heritage Background</i>	<i>12</i>
6. Cartographic Sources	16
7. Site Inspection	19
8. Archaeological Impact Assessment	27
9. Mitigation Measures	29

List of Figures

Figure 1 Site Location Map Highlighting Proposed Route.

Figure 2 Zone of Archaeological Potential for Carrick-on-Suir.

Figure 3. Ordnance Survey Map 6-Inch Series (1840).

Figure 4. Ordnance Survey Map 25-Inch Series (1901-1905).

1. Introduction

This report is an Archaeological Impact Assessment (AIA) of a proposed active travel cycle path from Cregg Road to the northern edge of Carrick-on-Suir town centre, Co. Tipperary. The AIA was commissioned by Tipperary County Council who are progressing the design and delivery of an active travel route to facilitate access from Carrick-on-Suir Railway Station to the town centre. This route will cater for cyclists and be defined by marked one-way/two-way cycle lanes.

Active Travel is defined by the Department of Transport “as travelling with a purpose using your own energy. Generally this means walking (including all users of footpaths) or cycling as part of a purposeful journey... So, walking as part of a commute to work, cycling to the shop or scooting to school are all considered active travel, whereas walking or cycling for purely leisure purposes is not. It is also often the case that active travel can be seamlessly built into everyday life as part of normal daily routines¹”.

2. Location

Carrick-on-Suir is located at a strategic location in South Tipperary; on the important and busy Limerick/Waterford N24 National Primary Route. In addition, regional roads lead from the town into the rural hinterlands of counties Kilkenny and County Waterford; and further onwards to Kilkenny city and Dungarvan town. Carrick-on-Suir is also linked into the railway system with the Waterford/Limerick line providing a gateway to the national network.

¹ www.gov.ie 2020.

The proposed route will extend from the northern outskirts of the town, at Carrick-on-Suir railway station, located on Cregg Road; and proceed in an approximate southerly direction towards the town centre, terminating at three locations: Presentation Primary School, located on the N24 National Primary Route; another at the N24/New St./Park View junction; and further to the east at the junction with Castle Park Road (*Fig.1*).

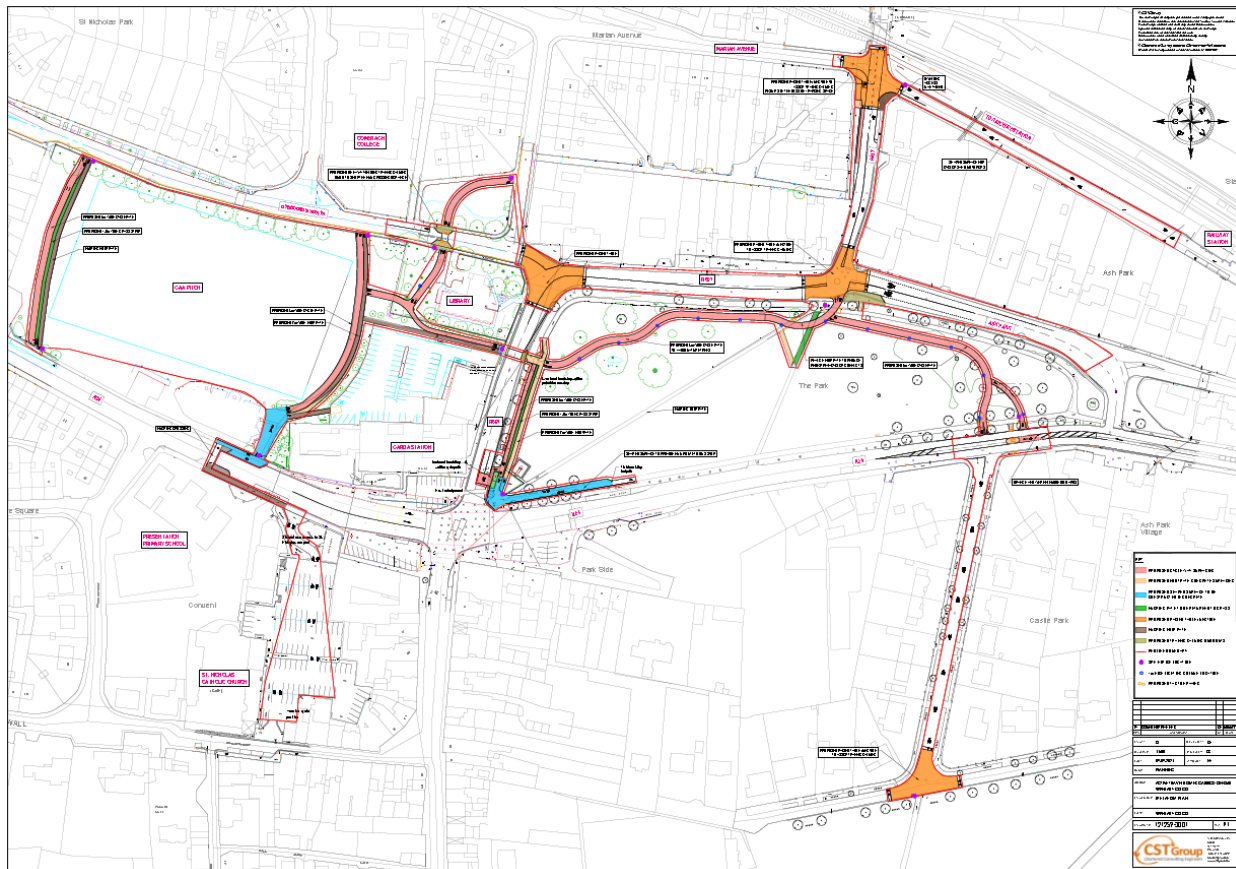


Figure 1. Site Location Map Highlighting Proposed Route.

3. Method

This AIA comprised a walkover survey of the proposed active travel route and its environs as well as a desk-based study. The walkover inspection entailed an examination of the proposed route for known and potential archaeological sites, surface features and anomalies. This was to gain an overall understanding of the terrain and the archaeological environment. A photographic survey and written descriptions were undertaken of all upstanding archaeological/architectural structures/features of note.

The desk study entailed an examination of documentary, cartographic and aerial photographic sources. Sources examined included the following:

- Sites and Monuments Record (SMR) for South County Tipperary.
- Record of Monuments and Places (RMP) for South County Tipperary.
- Consultation of the Archaeological Survey Database, Archaeological Survey of Ireland, National Monuments Service, Department of Housing, Local Government and Heritage.
- Urban Archaeological Survey of Carrick-on-Suir, South Tipperary. 1993.
- Ordnance Survey series of published maps: 1840, 1901-05 and 1954.
- Review of Aerial Photographs.
- Documentary Sources, both Primary and Secondary.
- South Tipperary County Development Plan, 2009.
- Architectural Conservation Areas
- Record of Protected Structures (RPS) for South Tipperary.
- National Inventory of Architectural Heritage (NIAH) for County (South) Tipperary.
- Local and National Archaeological Journals.
- Excavations Bulletin Database.

4. Scope of Works

It is proposed to construct an active travel route at the northern part of Carrick-on-Suir. It will commence at Cregg Rd., at the junction with the road leading into the Railway Station and terminate at the Presentation Primary School on the N24 National Primary Route, another at the N24/New St./Park View junction and further to the east along this route at the junction with Castle Park Road (*Fig.1*).

The proposal includes the following:

1. Implementation of Table Top Junction at the Cregg Road/Marian Avenue/Railway Station Road.
2. Proposed cycle lane, south of this raised table junction, along a section of Cregg Road.
3. Raised Junction to assist in traffic calming at the Cregg Rd./Park View/Ash Park junction.
4. Raised Junction to assist in traffic calming at the Park View/Marian Avenue/Greenside North junction.
5. A two-way cycle lane through green field areas either side of Greenside North.
6. A 3m wide cycle lane along the east and west sides of Carrick Swan GAA Club playing pitch.
7. Upgrading the access from the southeast corner of Carrick Swan GAA Club playing pitch to the N24 National Primary Route creating a concrete surface shared space.
8. Create an ope – 3.4m wide - in the west boundary wall of The Park to allow for pedestrian crossing.
9. A 3m wide cycle lane and 2m wide footpath along a section of the west side of The Park.
10. A new two-way cycle path – 3m wide will extend east/west across the northern part of The Park, turning south to terminate on the N24.
11. Provision to upgrade footpaths and re-surface roads along the route.

5. Historical, Archaeological and Architectural Heritage Background

5.1 Historical Background

There are few early historical references to Carrick-on-Suir. It has been suggested that the original town was built on an island formed by the branching of the River Glen before meeting the Suir². The original Norman motte and bailey were built to the east at Tipperaghney or Tybroughney. It is known, however, Carrick-on-Suir, formerly referred to as Carrickmacgriffin or *Carraig Mhic Griffin* (FitzGriffin's Rock), was held by the Anglo-Norman family le Brets in the thirteenth century. Previous to being held by the le Brets, the town was owned by the FitzGriffins, before becoming part of the Butler domain in the first years of the fourteenth century. Between 1236 and 1249 the priory or hospital of St. John the Evangelist was founded by William de Cantelo and his wife, Dionisia³. The right to hold a market and fair at Carrick-on-Suir was granted to Matthew FitzGriffin in either 1242 or 1247.

The Manor became the property of Edmund Butler in the fourteenth century, the First Earl of Carrick⁴. In 1309 the Butlers built a castle on the site of a Poor Clare convent whilst in 1336 James, 1st Earl of Ormond founded a Franciscan Friary in Carrickbeg⁵. By 1344 James had obtained a charter from Edward III for the town of Carrick-on-Suir⁶. The earliest surviving borough charter for the town dates to 1366⁷.

In 1565 Thomas Butler, 10th Earl of Ormond, added an Elizabethan manor house to the double towered fifteenth century castle. Following the Great Rebellion Carrick-on-Suir was captured by Cromwellian forces in 1650, only to come immediately under attack again by Royalist forces under Inchiquin. A breach in the walls, apparently on the north at New Street, was made and the town

² P. C. Power. History of South Tipperary. 1976.

³ Archaeological Inventory of South Tipperary. 2011.

⁴ J. Farrelly & E. Fitzpatrick. Urban Archaeological Survey of South Tipperary, Vo. 1. 1993.

⁵ *Ibid.*

⁶ *Ibid.*

⁷ *Ibid.*

was stormed. In the second attack Inchiquin is reputed to have lost between 500 and 1,000 men, who were buried ‘up and down the fields’.

After the restoration of Charles II, James 12th Earl of Ormond regained control of Carrick-on-Suir and all of his other estates seized by the Commonwealth. He repaired the bridge and castle and began bringing workers to work in the linen and wool trade, laying the foundation for the industry, which was to dominate its economic success for over a century⁸. Prosperity of the town was reflected in the building of new houses and tenements. The Quay as it is today was not built until the early part of the eighteenth century; whilst the towpath, allowing horses to draw the barges to Clonmel in place of men, was laid *circa* 1760. During the nineteenth century the town lost its industrial base and became a typical agricultural market town of the region. Nevertheless, there was considerable building activity in the second half of the nineteenth century including a new Catholic church, convents, schoolhouses and a benevolent institution. The castle was to become a cavalry barrack in 1720. The last visible remnant of this building was removed at the construction of the new bridge (Dillon Bridge) in 1880s⁹. The building of this bridge was the most notable public work in the 1880s, linking the eastern part of the town with Carrickbeg.

5.2 Archaeological Background

There are references, in murage and other historical documents, to Carrick-on-Suir being a walled town in the early fourteenth century¹⁰. There was further evidence in 1343 to a grant restoring the right to collect murage and pontage, which had previously been suspended¹¹. In 1450 a statute enabled the townspeople to collect taxes to rebuild the wall because in the previous fourteen years it had been burned twice and only half the town was properly walled. The surviving portion of the wall is composed of randomly coursed rough sandstone and limestone blocks and rubble.

⁸ J.F. Meagher. *Annals, Antiquities and Records of Carrick-on-Suir*. 1881.

⁹ *Ibid.*

¹⁰ A. Thomas. *The Walled Towns of Ireland*. 1992.

¹¹ J. Bradley. *The Medieval Towns of Tipperary*. *Tipperary: History & Society*, W. Nolan & T. McGrath (eds.). 1985.

The medieval walled town's outline can still be traced easily from the street layout, property boundaries and surviving remains (*Fig.2*). The town appears to have been walled on three sides, with the River Suir possibly acting as a natural defence line on its south side. The total area enclosed would have been *circa* 15 hectares¹². Though no town gates survive above ground level, there were probably at least four: West Gate, at the west end of Main St., an East Gate at the opposite (east) end of Main St, a gate at the south end of Bridge St., and a gate at New St., where it intersects with the town wall¹³. There is no physical evidence for the presence or absence of any mural towers along the wall. The Down Survey map of 1657 shows corner towers at the northeast and northwest, and the castle within the east wall of the town.

The town's layout has the appearance of a staggered cross, with lanes leading from the main street, particularly towards the river. Burgage plots extended to the north from Main St., back to the town wall, and on the south side down to the river meeting the castle in the middle of its present sixteenth century façade; whilst the west wall follows the line of present day Kickham St. through the West Gate site to the river. A street named 'Townwall' now follows the north wall, then William St., before the 160m of surviving wall continues to the northeast corner. A riverside wall, although its exact location remains unknown, was added at a later date¹⁴.

The bridge was probably built at an early stage as pontage grants were made in 1343 and 1356. O'Keefe and Simington date the bridge to the fifteenth or sixteenth centuries, based on structural form¹⁵. Other sources have suggested that an earlier bridge was in fact sited a little further down-river. Traces of the ground plan of a tower in the middle of the bridge can still be seen. It has been suggested there may have been a gatehouse at each end but it is unlikely that the central tower held

¹² A. Thomas. *The Walled Towns of Ireland*. 1992.

¹³ J. Farrelly & E. Fitzpatrick. *Urban Archaeological Survey of South Tipperary*, Vo. 1. 1993.

¹⁴ A. Thomas. *The Walled Towns of Ireland*. 1992.

¹⁵ O'Keefe, P. & Simington, T. *Irish Stone Bridges: History and Heritage*. 1991.

the gates. The castle as it stands today, at the southeast corner of the town, is a mid-fifteenth century enclosure with two tower houses at the northern corners, and a Tudor style mansion house added to the north in *circa* 1565 by Black Tom, Thomas Butler, 10th Earl of Ormond. It also had a substantial bawn with a watergate giving direct access to the river. In the Hearth Money Records of 1667 it is recorded having thirty hearths. The church, dedicated to St. Nicholas of Myra, is located in the northwest corner. This site is now occupied by a Protestant church dating to 1811, which was built on the foundations of the original thirteenth century church.

Located in the suburb of Carrickbeg, on the east side of Abbey Hill, is St. Molleran's RC parish church. Built in 1827, it incorporates part of the original St. Michael's Franciscan Friary. A strong tradition asserts that the Friary was built on the site of the original castle. Founded in 1336 by James Butler, Earl of Ormond, the Franciscan church was, according to tradition, in ruins by 1447. Around this foundation had grown a small burgage settlement¹⁶.

None of the project will be within the zone of archaeological potential for Carrick-on-Suir, located to its north (*Fig.2*). In the early nineteenth century this northern part of the town comprised the Fair Green with the landscaped Castle Park to the east and southeast of the Green. The Fair Green, known locally as *Cúilín na Faithche*, was described in the Topographical Dictionary of 1837 as a spacious area, surrounded by houses with three streets leading off the Main St., diverging on the north to the Fair Green¹⁷. A fair, which mainly traded in animals, was held on the last Thursday of every month before moving to a Monday, with the main activity behind the Garda Station¹⁸.

Regarding the recreational Parks (The Park and Castle Park) which still survive in Carrick-on-Suir, they were constructed when a committee of successful town merchants and gentlemen was set up to dispose of a large sum of £600 which was left from the Famine Relief Fund (1846-50).

¹⁶ J. Bradley. *The Medieval Towns of Tipperary*. Tipperary: History & Society, W. Nolan & T. McGrath (eds.). 1985.

¹⁷ S. Lewis. *A Topographical Dictionary of Ireland*. 1837.

¹⁸ www.duchas.ie.

Lands were granted by the Ormonde family and public parks were established, with trees planted on the Fair Green. The project was completed *circa* 1868. The east area of the Fair Green was incorporated into The Park.

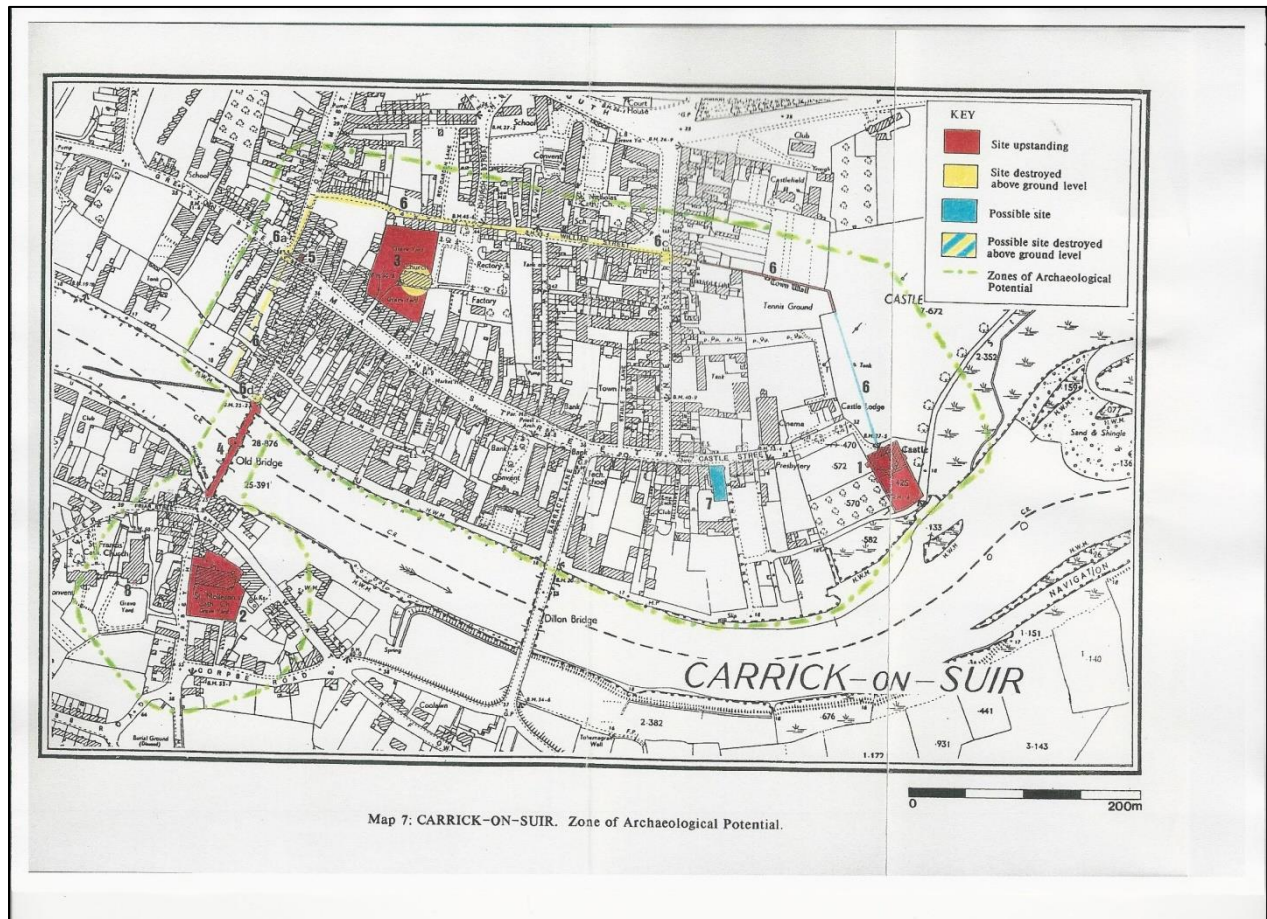


Figure 2. Zone of Archaeological Potential for Carrick-on-Suir.

5.3 Architectural Heritage Background

There are six Protected Structures within 200m of the proposed active travel route in the Record of Protected Structures (RPS) for South Tipperary. Located nearest to the route is the Garda Station (Reg. No. 22133008). Built in 1836, it occupies a prominent location at the Park View/ N24 National Primary Route junction (*Pl.I*). A former RIC barracks, it comprises a large imposing detached three-storey six-bay structure. It retains much of its original character despite the replacement of its windows¹⁹. Located immediately to the west of the Garda Station is another Protected Structure, the court house (Reg. No.22123007), sharing a site with the Garda Station and built *circa* 1837 it. It comprises a large, five-bay, two-storey structure fronting the N24 National Primary Route. Still retaining much of its original features, it follows a standard court house deign attributed to William Caldbeck²⁰.



Plate 1. View of Garda Station.

¹⁹ National Inventory of Architectural Heritage. County Tipperary. 2004.

²⁰ *Ibid.*

Located *circa* 35m to the northeast of the route terminus is a store/warehouse, a protected structure (Reg. No. 22123003). Built in 1853, it comprises a well-built, detached three-bay single-storey structure with a single storey lean-to addition to the east gable (*Pl.2*). Serving as a warehouse, it forms part of a significant group of structures associated with the increased activity following the connection of Carrick-on-Suir to the National Railway Network. A railway station (Reg. No. 22123005) and footbridge (Reg. No. 22123004 [*Pl.3*]), both built in 1853, are located *circa* 110m to the east, both of which are protected in the RPS for South Tipperary²¹.



Plate 2. Warehouse: Carrick-on-Suir Railway Station.

²¹ National Inventory of Architectural Heritage. County Tipperary. 2004.



Plate 3. Railway Station and Footbridge.

Located *circa* 95m to the north of the northern route terminus on the west side of Cregg road is the protected structure Cregg Cottage (Reg. No. 22123002). Built *circa* 1880, it comprises a large detached, two-storey, two-bay house. Set within landscaped country garden, it is bounded by a rendered rubble stone wall²².

Located *circa* 15m to the southeast is Presentation Convent (*Pl.4*), a large, well-maintained structure built *circa* 1894 (Reg. No. 22123009). Comprising a detached 12-bay convent and chapel with two-storey projecting gable-fronted bay with entrance doorways to the front and rear elevations. It is flanked by a six-bay three-storey block to the south; and two-storey five-bay block to the north, whilst a double-height first floor chapel is to its north end. There are three lean-to additions to the rear elevation²³. North of the Convent is the other protected structure: the Roman Catholic Church (Reg. No. 22123010). Built *circa* 1880, it is of excellent craftsmanship and prominent on the local streetscape. It comprises a detached south-facing basilica-plan church, with

²² National Inventory of Architectural Heritage. County Tipperary. 2004.

²³ *Ibid.*

pedimented arcaded entrance front, a nine-bay nave elevations, a bell tower to south-east, slightly recessed chapel to southwest, and having two-bay addition to northeast²⁴.



Plate 4. Presentation Convent.

²⁴ National Inventory of Architectural Heritage. County Tipperary. 2004.

6. Cartographic Sources

The cartographic sources consulted included following:

- The Down Survey, 1656-1658.
- First Edition Ordnance Survey Map, 1840 (6-inch series).
- Second Edition Ordnance Survey Map, 1901-05 (25-inch series).
- Third Edition Ordnance Survey Map, 1951 (6-inch series).

On the 1st Edition OS map, 1840 (6-inch series), the protected structures are in existence with the Garda Station denoted as *Bridewall* (*Fig.3*). The Park, as currently laid out, was not in existence although approximately its western half is part of the Fair Green. Cregg Road is in place but not the railway line nor associated buildings, which were built *circa* 12/13 years later (*Fig.3*).

An examination of the Second Edition OS Map, 1901-05 (25-inch series) confirmed the existence of The Park dotted with trees internally and bounded by roads on its four sides whilst a dense row of trees extends along its south side, i.e. the N24 side. The row of terraced houses on the north side of Park View are in existence. The Fair Green still survived to the west (*Fig.4*). All of the above described protected structures are extant, with the Garda Station denoted as *Constabulary Barrack*. Cregg Road is in existence extending northwards to the rural hinterland and with access off its east side to the Railway Station, which was built in the mid nineteenth century on the Waterford/Limerick railway branch. By the time of compiling the 1951 Third Edition OS map, little had changed from the early twentieth century.

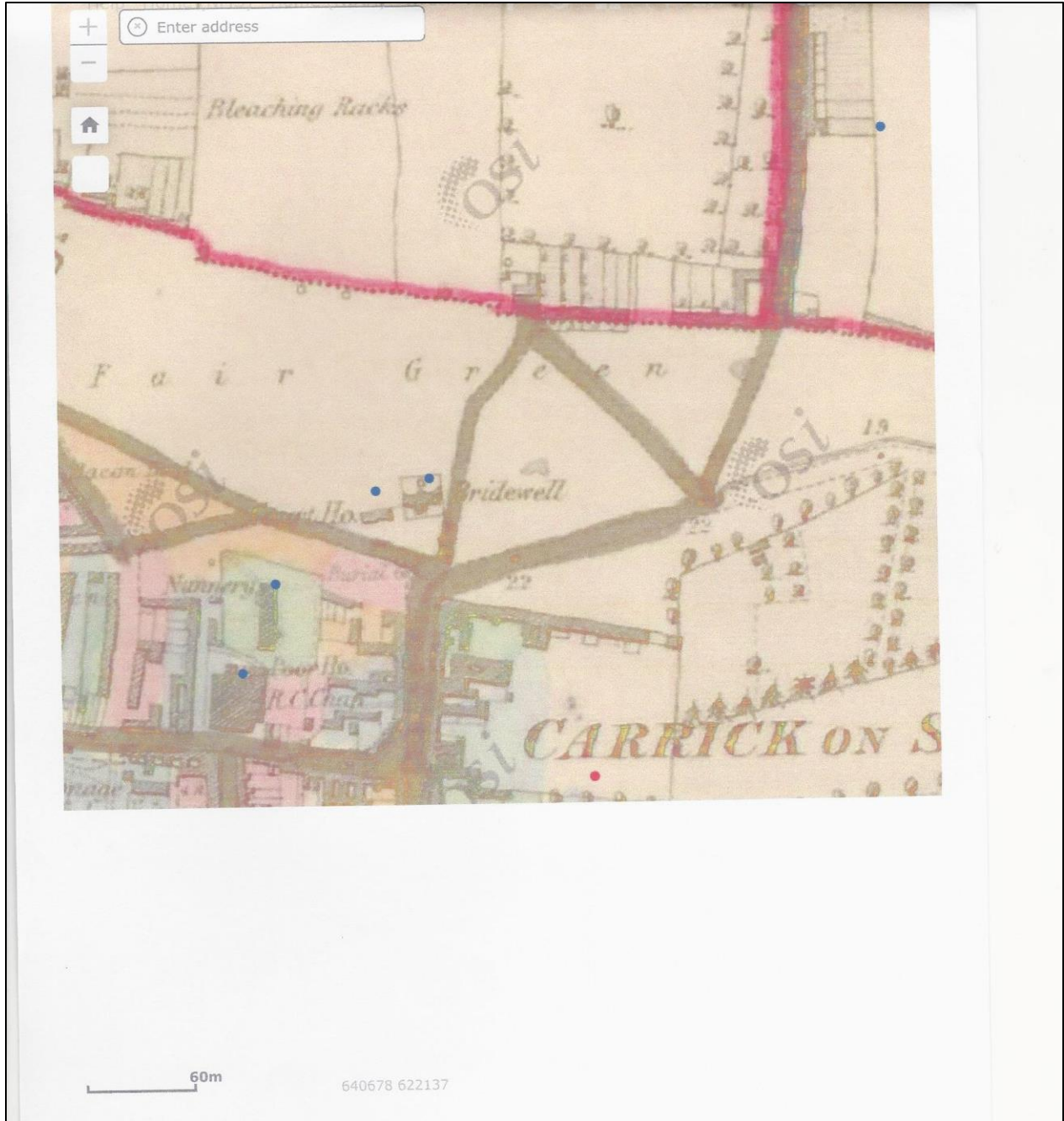


Figure 3. Ordnance Survey Map 6-Inch Series (1840).

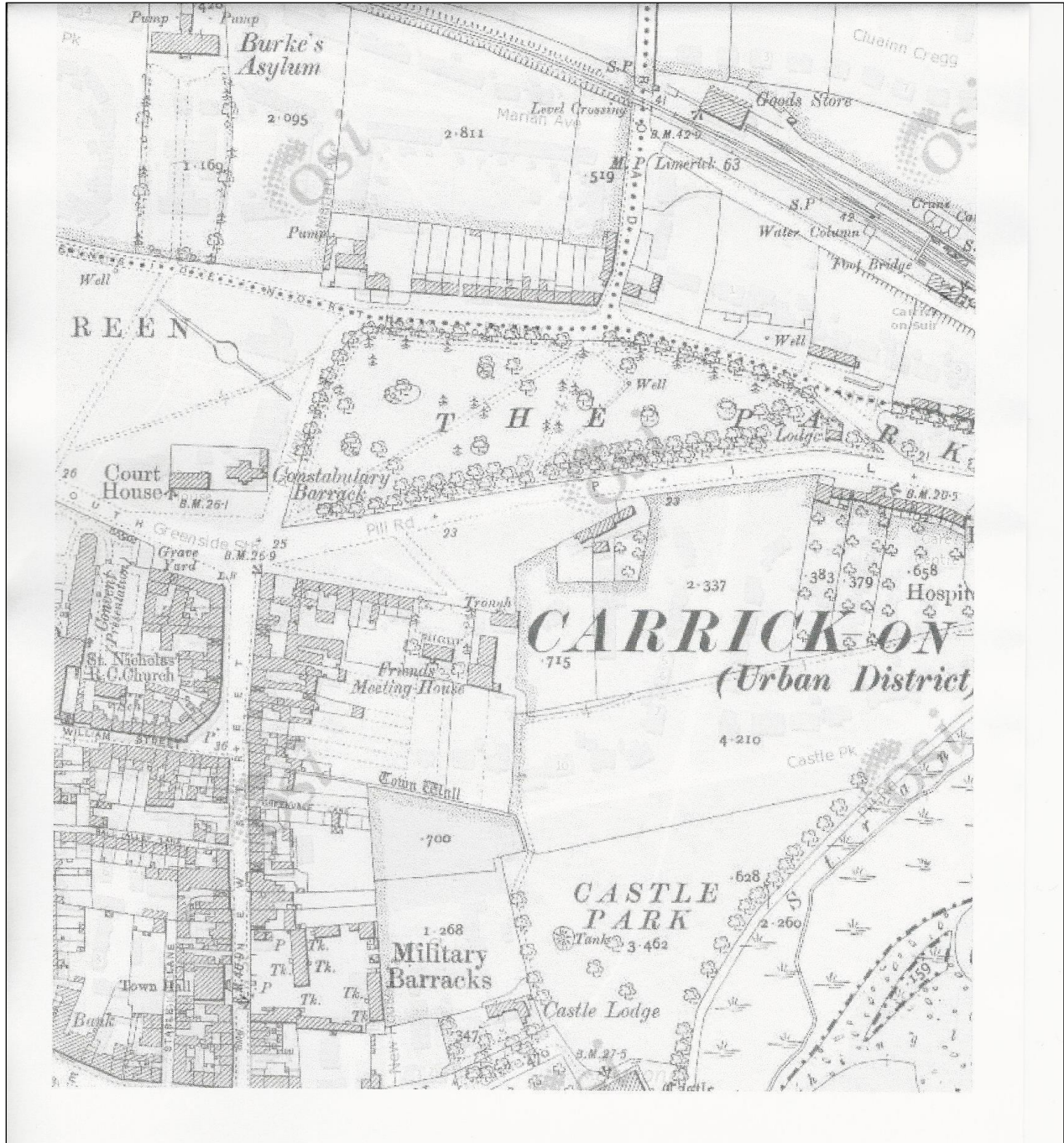


Figure 4. Ordnance Survey Map 25-Inch Series (1901-1905).

7. Site Inspection

The proposed route was walked in mid-summer 2022 and commences on Cregg Road, at the junction with Marian Avenue and the cul de sac road leading to the railway station. Cregg Road is part of the regional road R697 road which extends northwards from the town to the northern rural hinterland. The section of Cregg Road from the railway crossing slopes downwards to a mini-roundabout at the junction with Park View and dominated in the main by residential dwelling houses and a couple of commercial premises. Marian Avenue housing estate is to the west.

It is proposed to site a table top junction at the Cregg Road/Marian Avenue/ road to the railway station intersection (*Pl.5*). Commencing at the table top junction, a cycle route – 3m wide - will proceed in a southern direction along the west side of a section of Cregg Road.



**Pl. 5. Looking North at Cregg Road/Marian Avenue/
Railway Station Road Junction.**

A 3m wide cycle path will extend west/southwest through a green area at the south end of the Marian Avenue estate bordering Greenside North (Pl.6), crossing the Greenside carriageway where there is a traffic calming ramp and crossing. It will then extend through another green area behind the Sean Healy Memorial Library (Pl.7) to a proposed east/west aligned cycle path, to the south of the library building.



Pl. 6. Green Area: Marian Avenue Housing Estate.



Pl. 7. Looking Southeast at Green Area Around Library.

The proposed north/south aligned cycle path to the west of the library will form a link between Carrick Swan GAA pitch and Park View. It is proposed to site a 3m wide cycle path along the east and west sides of the GAA pitch (*Pls.8, 9*). The cycle way and footpath will access onto the N24 National Primary Route via a shared concrete surfaced space to the south of the southeast corner of the GAA pitch (*Pl.10*). An existing crossing on the N24 will facilitate access across the road to the Presentation Primary School.



Pl.8. East Perimeter of GAA Pitch.



Pl.9. West Perimeter of GAA Pitch.

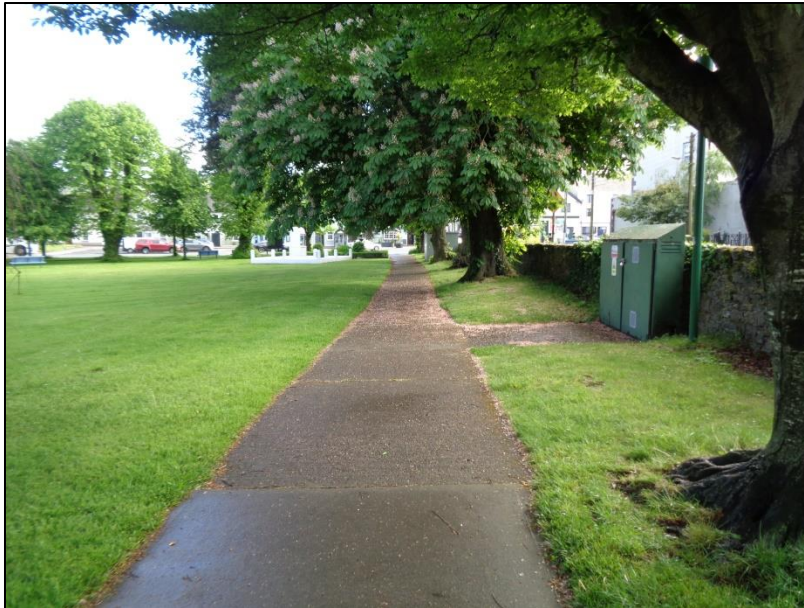


Pl.10. Shared Exit: from GAA Pitch to N24 Road.

The proposed cycle/footpath will access The Park from the GAA pitch via the new route to the south of the library building and across Park View, which is bounded on its east and south sides by The Park. A row of two-storey terraced housing dominates the north side of Park View. A 3.4m wide break will be created on the west side of The Park wall to facilitate pedestrian crossing and access into its interior. This recreational park is very well-maintained and landscaped with well-preserved mature deciduous and coniferous trees dominating. Trapezoidal in shape, it narrows at its east end. Along its south side (N24) is a row of mature deciduous trees, whilst it is open-ended with some trees at its east end. A number of existing footpaths transverse the Park and seating is provided. A stone boundary wall, 600mm to 1.2m high, defines its north and west boundaries.

Both a cycle route and footpath is proposed to extend along a section of the west side of The Park, inside its boundary wall (*Pl.12*). A shared surface, to be constructed in concrete, will extend for a short length along the south side of The Park, at its southwest area and provide access to a bus stop. In addition, a 3m wide cycle path will transverse the northern part of The Park, on an approximate east/west alignment (*Pl.13*), before turning approximately south/southeast across the eastern part of the Park, exiting at its south side onto the N24, at a junction which leads towards Castle Park and Ormond Castle (*Pl.14*). Given that the proposed cycle path through The Park will extend across a green field location, it will be necessary to undertake sub-surface works, entailing a topsoil strip to a depth of 400mm below ground level to reach a suitable formation level. This path will avoid the mature trees within The Park.

A new raised table junction to calm traffic will be positioned at the Cregg Rd./Park View/Ash Park junction (*Pl.15*).



Pl.11. Looking South along Existing Path in The Park.



**Pl. 12. Looking East at General Location of
Proposed Cycle Path in the north part of The Park.**



Pl. 13. N24 Primary Route/ Castle Park Road Junction.



**Pl. 14. Location of Proposed Raised Junction
at Cregg Road/Park View Mini-roundabout.**

8. Archaeological Impact Assessment

Tipperary County Council propose to implement an active travel cycle path from Carrick-on-Suir Railway Station at Cregg Road to the northern edge of Carrick-on-Suir town centre, Co. Tipperary. Works will entail laying a cycle path, footpath/shared space as part of an active travel route, from Cregg Rd./Marian Avenue/Railway Station Rd. junction to three locations on the N24 National Primary Route accessible to the Presentation Primary School, the town centre and Ormond Castle and Castle Park. Provision may be made to undertake ancillary works such as upgrading footpaths and re-surfacing carriageways along sections of the route. No section of the proposed route is within the zone of archaeological potential for Carrick-on-Suir, a historic town in the South Tipperary RMP.

The project will commence at the Cregg Rd./Marian Avenue/Railway Station Rd. junction, which is located on the northern edge of the town, with extensive suburban areas to its northeast, north and west. The Railway Station grounds comprised open fields up until the early 1850s when a new station and associated store/warehouses were built with the commissioning of the Waterford/Limerick railway line branch. Cregg Rd., one of the main regional roads (R697) leading in and out of the town, terminates at its southern end at Park View and Ask Park junction. Park View continues to the N24 National Primary Route, with access to the town centre via New St. In the eighteenth and the first half of the nineteenth centuries the area to the west of Park View was dominated by The Fair Green, a small number of housing and the Garda Station and Court House built in 1836 and 1837 respectively. In the 1850s/1860s funding was raised and works undertaken in building a new town park. The Park, as it became known, incorporated ground from the east end of the Fair Green. Bounded by Park View on its north and west sides and the N24 route on its south side, this amenity will form the back drop to a section of the new cycle path.

A 3m wide cycle path will be created along east and west sides of Carrick Swan GAA pitch. Its existing footpaths on its east and west sides will be retained. This equally applies for a small green area bounding Greenside North in Marian Avenue housing estate. Another small green area to the west and south of Sean Healy Memorial Library will be the site of a cycle path, linking Greenside North to the GAA pitch and will require sub-surface works as there is no existing path in this area.

Located outside the zone of archaeological potential, the creation/upgrade of cycle path/footpath/shared spaces will have no adverse archaeological impact on the historic town of Carrick-on-Suir. Sub-surface works for the project will be minimal and where they are scheduled, such as across the northern and eastern part of The Park, the small green area to the west and south of Sean Healy Memorial Library and along the perimeter of the landscaped GAA pitch, will be outside the zone of archaeological potential for the town. It is considered this proposal will only be positive for the town of Carrick-on-Suir; giving locals and visitors to the town an opportunity to enjoy the town's heritage and recreational amenities such as Ormond Castle, Carrick-on-Suir Heritage Centre and The Park.

9. Mitigation Measures

It is considered the proposed active travel cycle path requires no further archaeological mitigation measures. There are no archaeological and/or historical heritage reasons to prohibit its implementation.

Mary Henry

Mary Henry Archaeological Services Ltd.

6th September 2022.