

**An Archaeological Impact Assessment
of a Proposed New Road Layout at
Carrickbeg, Carrick-on-Suir, Co. Tipperary.**

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Table of Contents	Page
1. Introduction	3
2. Siting	3
3. Method	5
4. Historical and Archaeological of Carrick-on-Suir	6
4.1 Historical Background	6
4.2 Archaeological Background	8
4.3 Historical and Archaeological Background of Carrickbeg	10
4.4 Previous Archaeological Works	15
5. Scope of Works	16
6. Site Inspection	17
7. Archaeological Impact Assessment	25
8. Mitigation Measures	26

List of Figures

Figure 1. Zone of Archaeological Potential. Area of Works Highlighted in Blue.

Figure 2. First Edition Ordnance Survey Map (1840). General Area of Works Highlighted in Black.

Figure 3. 25-Inch Series OS Map (1901-05).

Figure 4. Proposed New Road Layout.

1. Introduction

An Archaeological Impact Assessment (AIA) was commissioned by the Active Travel, Tipperary County Council, who propose to undertake a new road layout at Carrickbeg, Carrick-on-Suir, Co. Tipperary. In accordance with Part 8 of the Planning and Development Regulations 2001 to 2021, they are progressing the design and delivery of the new road layout.

The proposed works is predominantly within the constraint area of a recorded monument: the historic town of Carrick-on-Suir (TI08-004), in the Record of Monuments and Places (RMP) for County Tipperary, South Riding. Carrickbeg is located to the south of the town centre and the river Suir, with the zone of archaeological potential (ZAP) extending south of the river to incorporate this area (*Fig.1*).

2. Siting

Carrick-on-Suir and its immediate environs are located in the parishes of Carrick and Kilmoleran and within the baronies of Iffa and Offa East and Uppertthird respectively. It is a well-situated market town on the River Suir, at the highest inland tidal point along its course. Located 21 km east of Clonmel town and 27 km west of Waterford city, Carrick-on-Suir's strategic location at the east end of the Suir valley cannot be underestimated and would account for it being such an important and prominent Anglo-Norman town.

The area of the proposed works is located just to the south of the river Suir, accessed from the town centre by the Old Bridge. This part of the town is located in the large townland of Carrickbeg, the parish of Kilmoleran and the barony of Uppertthird.

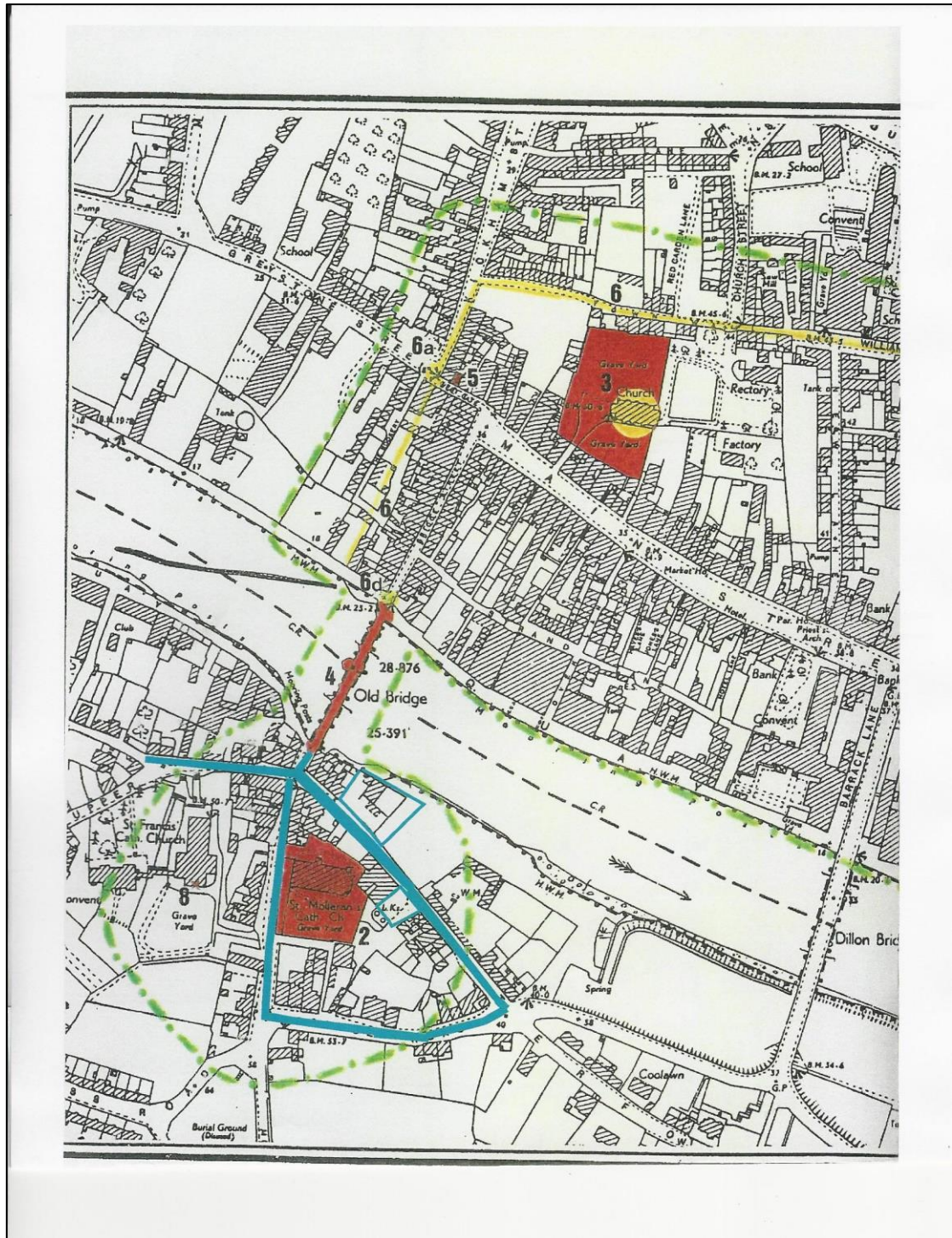


Figure 1. Zone of Archaeological Potential. Area of Works Highlighted in Blue.

An Archaeological Impact Assessment of Proposed New Road Layout at Carrickbeg, Carrick-on-Suir, County Tipperary.

3. Method

The assessment entailed a walk-over survey of the proposed route to enable an appraisal of the known and potential archaeological remains. This was to gain an overall understanding of the terrain, archaeological environment, land-use and topographical patterns.

The desk study entailed an examination of documentary, cartographic and archival sources. Sources examined were as follows:

- Sites and Monuments Record (SMR) for South Tipperary.
- Record of Monuments and Places (RMP) for South Tipperary.
- Urban Archaeological Survey County Tipperary, Vol. 1 - South Riding 1993.
- Examination of the Archival Database on relevant monuments held by the National Monuments Service, Department of Housing, Local Government & Heritage. .
- Ordnance Survey series of published maps.
- Review of Aerial Photographs.
- Documentary Sources, both Primary and Secondary.
- Carrick-on-Suir Town Development Plan. 2013.
- Record of Protected Structures for South Tipperary.
- National Inventory of Architectural Heritage.
- Local and National Archaeological Journals.
- Excavations Bulletin Database.

4. Historical and Archaeological Background of Carrick-on-Suir

4.1 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 Suir¹. 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, Dionisia². 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 Carrick³. 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 Carrickbeg⁴. By 1344 James had obtained a charter from Edward III for the town of Carrick-on-Suir⁵. The earliest surviving borough charter for the town dates to 1366⁶.

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 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'.

¹ P. C. Power. History of South Tipperary. 1976.

² Archaeological Inventory of South Tipperary. 2011.

³ J. Farrelly & E. Fitzpatrick. Urban Archaeological Survey of South Tipperary, Vo. 1. 1993.

⁴ *Ibid.*

⁵ *Ibid.*

⁶ *Ibid.*

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 century. The booming woollen trade swelled the population of Carrick-on-Suir, which at its peak employed 5000 people⁷. The prosperity of the town was reflected with the building of new houses and tenements, both in Carrick itself and across the river in Carrickbeg. 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 about 1760. Improvements to the navigation channels were maintained until the gradual decline in river trade following the introduction of the railway in the 1840's.

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 1880s⁸. The building of this bridge was the most notable public work in the 1880s, linking the eastern part of the town with Carrickbeg.

⁷ J.F. Meagher. *Annals, Antiquities and Records of Carrick-on-Suir*. 1881.

⁸ *Ibid.*

4.2 Archaeological Background

There are references, in murage and other historical documents, to Carrick-on-Suir being a walled town in the early fourteenth century⁹. There was further evidence in 1343 to a grant restoring the right to collect murage and pontage, which had previously been suspended¹⁰. 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.

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, although Thomas suggest it was walled along the river side. The total area enclosed would have been *circa* 15 hectares¹¹. Rectangular in plan, on the north bank of the river Suir, it enclosed a long main street extending roughly east to west following the gentle curve of the river. 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.

Though no town gates survive above ground level, there were probably at least four: West Gate, East Gate, a gate at the south end of Bridge St., and a gate at New St., where it intersects with the town wall¹². The West Gate is located by street name at the western end of the main street. On or near the site of the West Gate, is a sixteenth century building, known locally as The Tholsel. This is a four-storey tower house standing on the north side of West Gate Street. An East Gate is referred to *circa* 1470, although its exact location is presently

⁹ A. Thomas. *The Walled Towns of Ireland*. 1992.

¹⁰ J. Bradley. *The Medieval Towns of Tipperary*. Tipperary: History & Society, W. Nolan & T. McGrath (eds.). 1985.

¹¹ A. Thomas. *The Walled Towns of Ireland*. 1992.

¹² J. Farrelly & E. Fitzpatrick. *Urban Archaeological Survey of South Tipperary*, Vo. 1. 1993.

unknown¹³. The most likely site seems to be in Castle Park, some forty or fifty metres north of the Tudor castle.

A North Gate stood towards the northeast of the town, at the junction of present day William St. and New St., with a medieval bridge and gate near the southwest corner. 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 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 was added at a later date, possibly when the castle was added at the southeast corner in the fifteenth century. The location of this wall is not known but may be indicated by the line of Strand Lane, which extends through to the small lane leading towards the castle. This alignment is parallel to the river but *circa* 60m from the present quay. A study of the property boundaries appears to support this suggestion¹⁴.

There is no physical evidence for the presence or absence of any mural towers along the wall. The Down Survey map of 1657 illustrates corner towers at the northeast and northwest, and the castle within the east wall of the town. A map of 1624, a Forts Survey by N. Pynnar, shows a complete circuit with gates on the bridge and on the north wall, two towers by the river in the southwest and the castle or an east gate on the east wall¹⁵.

The bridge was probably built at an early stage as pontage grants were made in 1343 and 1356. Power maintains that it was not built until the early 1440's. Other sources have suggested that an earlier bridge was in fact sited a little further down-river and Meagher claims that rocks in the river opposite the castle are foundations for an earlier bridge¹⁶.

¹³ J. Bradley. *The Medieval Towns of Tipperary*. Tipperary: History & Society, W. Nolan & T. McGrath (eds.). 1985.

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ J.F. Meagher. *Annals, Antiquities and Records of Carrick-on-Suir*. 1881.

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O’Keeffe and Simington¹⁷ date the bridge to the fifteenth or sixteenth centuries, based on structural form. There is a large rectangular refuge at the middle of the bridge which is known locally as Nailer’s House¹⁸. The south end of Old Bridge leads to the extra-mural suburb of Carrickbeg. This suburb was the location of the Franciscan Friary built in 1336.

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 water gate giving direct access to the river.

4.3 Archaeological Background of Carrickbeg

Carrickbeg, exclusively on the south bank of the river Suir and incorporating a part of the town of Carrick-on-Suir, is a large townland covering 800 acres. It is located within the parish of Kilmoleran. Carrickbeg owed its development to two factors. Firstly, it was the site of the old parish church of Kilmolleran, located where *Reilig na Muc* graveyard now stands. There are now no remains this church, although its graveyard survives near the modern RC Church built in 1827¹⁹. The earlier church was situated on the route leading from the Waterford coast north into Ossory. A number of historians refer to this old church and graveyard. It is referenced by Rev. Power in 1907 as *Reilig na muc* or cemetery of the pigs. He suggests it was an Early Christian church, dedicated to St. Moeloran. O’ Donovan also claims this to be the site of the original church in his 1841 Ordnance Survey Letters (OSL) for Co. Waterford²⁰.

Secondly, a strong local tradition suggests that the original castle in the town was in Carrickbeg, on the site of the Franciscan Friary²¹. After the site became a Friary, the Butlers

¹⁷ T. Simington & O. O’Keefe. *Irish Stone Bridges: History and Heritage*. 1991.

¹⁸ J. Farrelly & E. Fitzpatrick. *Urban Archaeological Survey of South Tipperary*, Vo. 1. 1993.

¹⁹ Rev. M O’Flanagan. *Letters Containing Information Relative to the Antiquities of County Waterford Collected During the Progress of the Ordnance Survey in 1840*. 1930.

²⁰ Rev. M O’Flanagan. *Letters Containing Information Relative to the Antiquities of County Waterford Collected During the Progress of the Ordnance Survey in 1840*. 1930.

²¹ A. Thomas. *The Walled Towns of Ireland*. 1992.

built their castle on the north side of the river, in the east part of the walled town. Carrickbeg was not suitable for expansion by virtue of lying at the bottom of a steep hill, with development having to spread out along the river. Its focal point was to the south of the bridge, along Abbey Hill, the street aligned north/south. On the east side of Abbey Hill is the site of the 1336 Franciscan Friary which, as stated above, may have been built on the site of the original castle whilst to the south is St. Molleran's Church and graveyard.

Regarding *Reilig na Muc* graveyard, it is disused and surmounted by a grotto, whilst gravestones are lined around and inside the perimeter of its boundary wall. Some of these are eighteenth century and this may be the site referred to by O' Donovan and Power. It is noted in the Archaeological Survey regarding this site "*that Power states that close by the remains of the quondam [former] Friary the Franciscan Friary (TS085-004004), and separated from the latter by little more than the width of the public road, is the ancient cemetery of Killmoleran, from the church of which the parish is named...not a trace of this church survives;...the cemetery is popular known as Relig na muc or the Pig's Cemetery...This church (TS085-004011) and graveyard were erroneously located at the graveyard associated with the modern Franciscan church but have been re-located to the graveyard at the junction of Mass Rd. and Mothel Rd. which is known as Relig na Muc*²².

Of less confusion, and located within 100m *Reilig na Muc* graveyard, on the east side of Abbey Hill, is the remains of the Franciscan Abbey (TS085-004004), built apparently on the site of the initial manor castle²³. Founded in 1336 by James Butler, First Earl of Ormond, it is partly incorporated into the nineteenth century St. Molleran's RC parish church. The parish church, built in 1827, incorporated the tower and part of the north wall and west doorway of the original St. Michael's Franciscan Friary. The first guardian, Friar Clyn, wrote that the said James Butler, "gave the Franciscans his castle as a friary at Carrick". The Franciscan church was, according to tradition, in ruins by 1447 when Edward Mac Rishard Butler (Eamonn mac Risterd Butler?) re-founded it. At the dissolution of the monasteries in 1540 the friary possessed "*a church and steeple, chapter house, dormitory, hall, three chambers,*

²² J. Farrelly. Archaeological Survey of Ireland. 2019.

²³ J. Bradley. The Medieval Towns of Tipperary. Tipperary: History & Society, W. Nolan & T. McGrath (eds.). 1985.

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kitchen, stable and gardens...the buildings being ruinous and accounted of no value"²⁴. It was subsequently granted to James Butler, the then current Earl of Ormond. In addition to the church is an associated graveyard (TS085-004038). Roughly rectangular in shape and measuring 40m (E/W) 27m (N/S), it is situated to the south of the church. According to Conlan the cloister and living quarters of the Friary were to the south of the church, in the area now occupied by the graveyard²⁵.

Around this foundation had grown a small burgage settlement, but unfortunately the extent of medieval Carrickbeg is not known²⁶. There is no suggestion or evidence that it was walled, nor that it was a suburb for the native Irish as in other towns (e.g. 'Irishtown', in Clonmel).

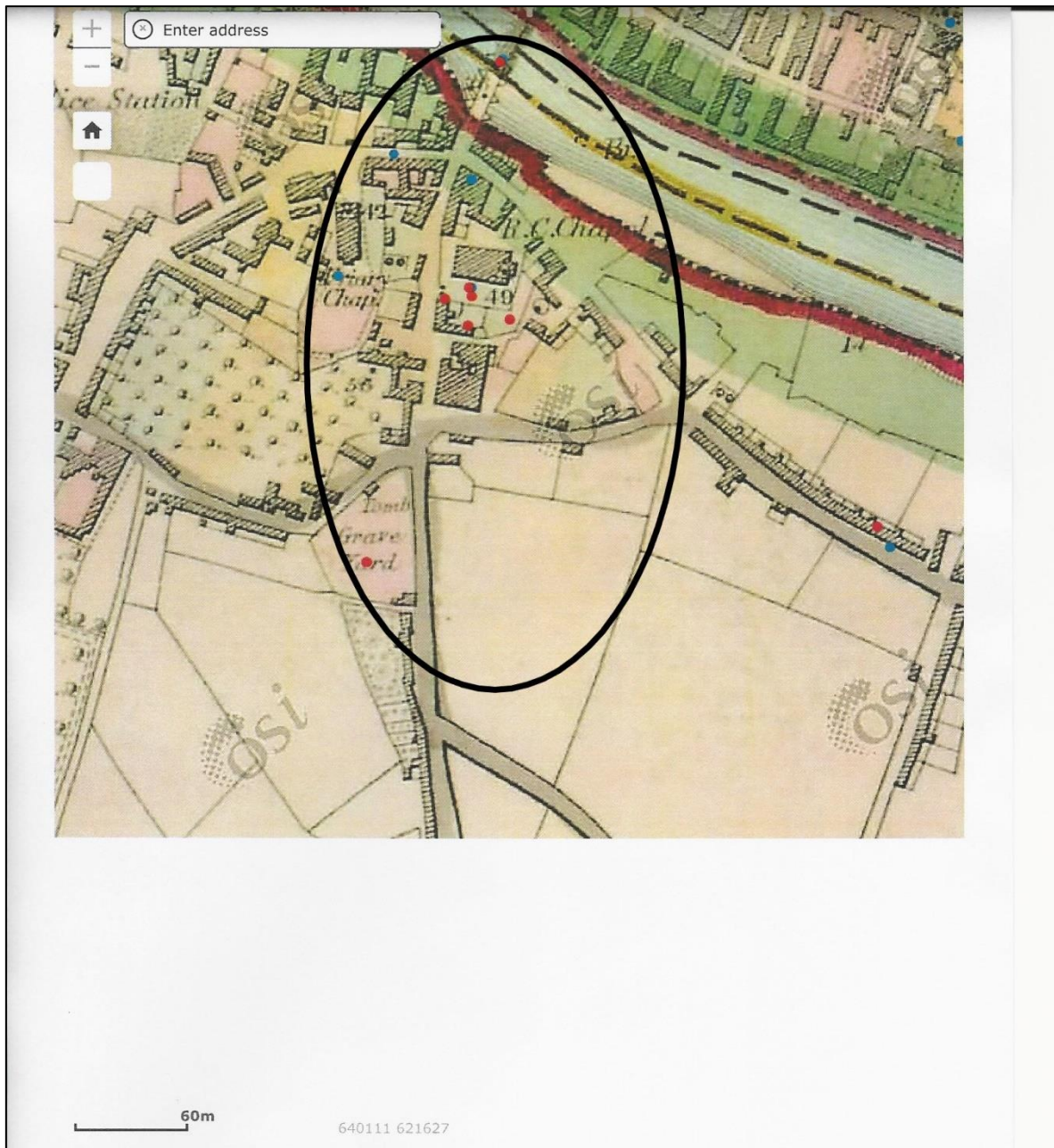
Another church, St. Francis RC church, survives in Carrickbeg, although now closed. Located off Friar St., it comprises a detached north-facing gable-fronted cruciform-plan church, built 1827. The siting of this church on the grounds of a former fourteenth-century Franciscan Friary is significant, as is its construction just before the time of Catholic Emancipation. The style of the bell tower directly relates to the tower of the nearby St. Molleran RC Church, which was re-built during the same period²⁷. St. Francis Church is a Protected Structure in the RPS for south Tipperary.

²⁴ A. Gwynn and R.N. Hadcock. *Medieval Religious Houses*. 1970

²⁵ J. Farrelly. *Archaeological Survey of Ireland*. 2011.

²⁶ J. Bradley. *The Medieval Towns of Tipperary*. Tipperary: History & Society, W. Nolan & T. McGrath (eds.). 1985.

²⁷ National Inventory of Architectural Heritage. Ref. No. 22123031. 2005.



**Figure 2. First Edition Ordnance Survey Map (1840).
General Area of Works Highlighted in Black.**



Figure 3. 25-Inch Series OS Map (1901-05).

4.4 Previous Archaeological Works

Previous archaeological works have been undertaken in the Carrickbeg area; the most significant of which was the 1998 Carrick-on-Suir Main Drainage Scheme (Licence No. 98E0259). During this Scheme, trenching extended up Abbey Hill, connecting to a pipeline which came down Mass Rd. Nothing of archaeological consequence was found except a stone and brick culvert on the eastern side of the street. The Drainage Scheme also extended along the most northwestern section of Waterford Rd., i.e. to the junction with Corpse Rd. This section of road is within the zone of archaeological potential and inside the medieval suburb. A section of this street (northwest end), before turning northwards into the Glanbia premises, was trenched. However, nothing was uncovered.

In Mill Lane archaeological testing (Licence No. 99E0110) was undertaken in 1999 at a site adjacent to the Franciscan Friary. Five test trenches were opened with two cut features and a cobbled surface being exposed. These produced nineteenth century pottery and one sherd of possible eighteenth century date²⁸.

Broadband ducting was undertaken in the Carrickbeg area in 2007²⁹. Works commenced at the south end of Abbey Hill, along the west side the carriageway, extending to the junction with Friar St./Waterford Rd. Nothing of archaeological note was uncovered. Trenching had a width of 500mm and a depth of 700mm. Several services crossed the trench at varying depths including the base. The west wall of a culvert was exposed for a length of 12m. A lot of this culvert had previously been damaged by the Main Drainage Scheme. Substantial sections of the Broadband trench followed this culvert and extended within the corridor of the Main Drainage Scheme. The ducting extended southeast along the south side of the carriageway of Waterford Rd. The most northwestern section of this road is within the zone of archaeological potential and this section of works was confined to within the Main Drainage Corridor. The most southeastern 50m veered away from the Main Drainage Corridor where the road surface and make-up overlaid a compact, moderate-grained yellow/brown sandy clay with frequent stones. Nothing of archaeological note was uncovered.

²⁸ I. Bennett Excavations Bulletin Entries for 1999. 2000.

²⁹ M. Henry. Archaeological Monitoring of Metropolitan Area Networks (MAN) Broadband Cable Network for Carrick-on-Suir, Co. Tipperary. 2007. Unpub.

5. Scope of Works

Tipperary County Council, propose to undertake a new road layout at Carrickbeg, Carrick-on-Suir, Co. Tipperary. Works will entail the excavation of existing roads and footpaths to implement a one-way system to provide more room for footpaths and vulnerable road users. Excavations will be shallow to facilitate these works; entailing the removal of all existing footpaths and the upper 100mm of road where there is no footpath. Two car-parking areas will be created, either side of Waterford Rd. In the carpark near the Glanbia site it will be an overlay of tarmacadam; whilst in the other carpark on the opposite side of the carriageway, works will entail removing excess vegetation and topsoil and provide a 200mm foundation with hardcore (clause 804 and 50mm tarmacadam).

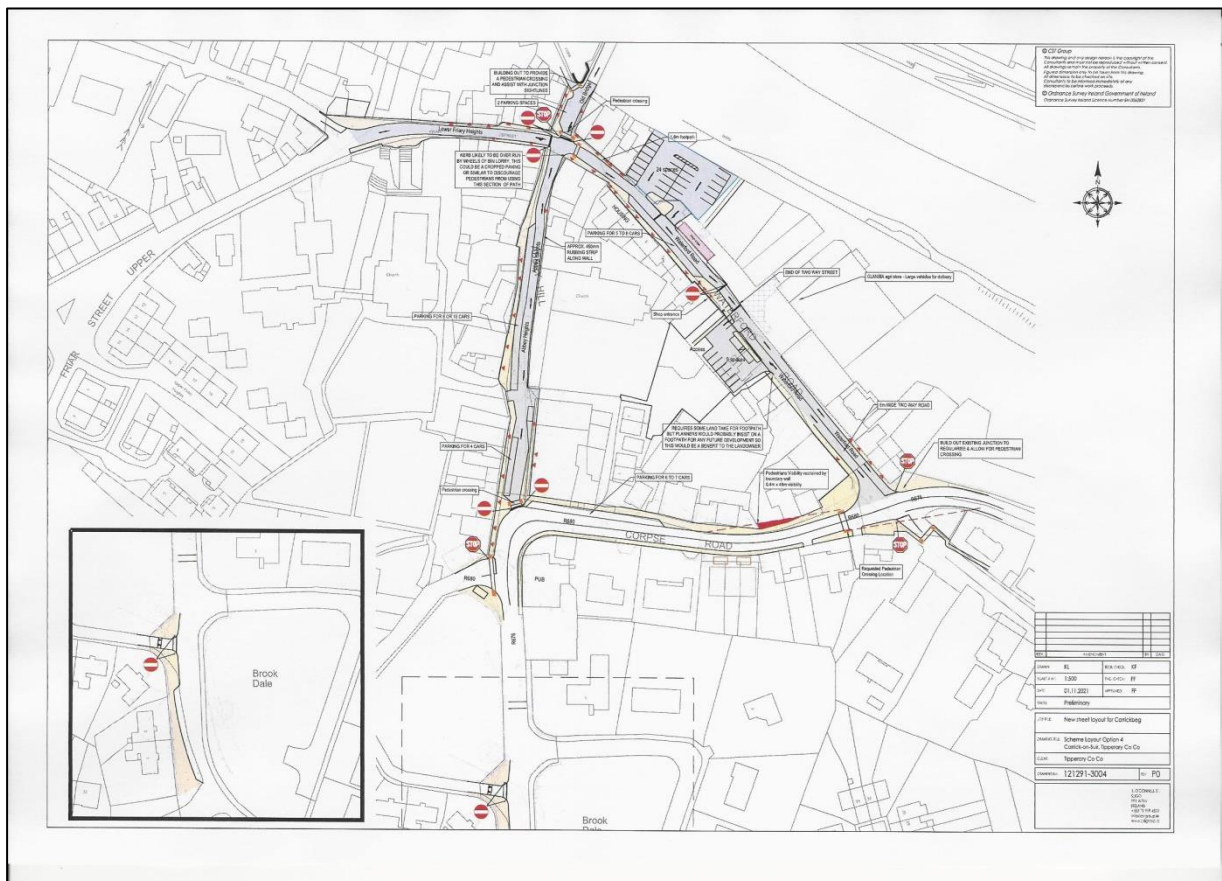


Figure 4 Proposed New Road Layout.

6. Site Inspection

A walk-over of the location of the proposed works and its environs was undertaken in early May 2022. Areas inspected included Waterford Rd., Copse Rd., Abbey Hill, the south end of Bridge St. and Friar St. There will be two outlying areas, both to the south of the above roads/streets: one at the O’Hickey/Brook Dale/Mothel Rd. junction; and the other close to the Mass Rd./Mothel Rd., junction (*Fig.4*).

Commencing at the Abbey Hill/Friar St. junction, Waterford Rd. extends southeast to the junction with Corpse Rd. The northwestern end of this road is within the archaeological zone. (*Fig.1*) and is a two way carriageway to traffic, bounded by residences, commercial buildings, vacant plots and buildings (*Pls.1-2*). The northwest end of the street is narrow but widens towards its southeast end. Substantial sections of the road have no public footpaths; or where they survive are very narrow.

Two areas along this road will be reconfigured for car-parking. The larger vacant area, on the north side of the carriageway beside the Glanbia Agribusiness premises, will accommodate 24 spaces (*Pl.3*). This area is currently surfaced with concrete. Set back from the road, it is bounded by fencing along its south side, a Glanbia building to its east and concrete walls along its north and west sides. On the south side of the carriageway, nine spaces will occupy a vacant overgrown plot to the east of Day Break Shop (*Pl.4*). This area is presently very overgrown with weeds and grass. It is bounded by fencing along the north (road) and its west sides, whilst a high stone wall covered with vegetation, bounds the east and south sides.



Pl. 1. Looking Northwest along Waterford Rd.



Pl. 2. Looking Southeast along Waterford Rd.



Pl. 3. Proposed Car-parking Beside Glanbia.



Pl. 4. Proposed Car-parking: Day Break Shop.

The works will extend from the Waterford Rd./Corpse Rd. junction to proceed along Corpse Rd. (*Fig.4*). Approximately half of Corpse Rd., the west part, is within the archaeological zone (*Fig.1*). This road is aligned east west, linking the Waterford Rd. to Abbey Hill and slopes gently downwards in an eastern direction, slightly curving at its mid point (*Pl.5*). It is mainly a residential road with occasional commercial/retail premises and vacant buildings/plots. A two-way carriageway to traffic, there is no footpath along its south side.



Pl. 5. Corpse Rd. Within the Archaeological Zone.

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At the west end of Corpse Rd. works will proceed along Abbey Hill (*Fig.4*), all of which is within the archaeological zone for the town (*Fig.1*). This road rises sharply from the Waterford Rd./Friar St. junction (*Pls.6-7*). Aligned north/south, it is dominated by the grounds of St. Molleran's RC parish church and the site/remains of the 1336 Franciscan Friary. The west boundary wall of the church grounds bounds the east side of Abbey Hill (*Pl.8*). Built in 1846, this stone wall extends to a maximum height of 6/7m, lowering in height as the road rises. Within the church grounds is a graveyard, to the south and east of the church building (*Pl.9*). On the opposite side of the road is access to the graveyard at the rear of the now closed St. Francis RC church.

With the grounds of two churches on either side, it is in the main a residential road. Its northern end is narrow, but widens towards its southern end. There is no footpath along its east side, although there are recently-laid, wide footpaths sections on its west side.



Pl. 6. Looking South along Abbey Hill.



Pl. 7. Looking North along Abbey Hill.



**Pl. 8. View of St. Molleran's RC Church
and Stone Boundary Wall.**



Pl.9. St. Molleran's Graveyard.

The works will extend from the Abbey Hill/Waterford Rd. junction to the Old Bridge (*Figs.1&4 & Pl.10*): the section of road that would have led from the medieval bridge to the extra-mural suburb of Carrickbeg. Aligned north/south, it is a short and narrow section of road, linking the bridge to the junction. Sloping downwards from the bridge to the junction, it retains both residential and commercial buildings on either side of the carriageway. There are no footpath along its east side and a very narrow one on the west.



Pl. 10. Looking South: South End of Bridge St.

The final street subject to works, Friar St., extends approximately westwards from the Waterford Rd./Abbey Hill junction (*Fig.4*). The works will terminate just back from the junction with Rack Hill/Friar St. Upper (*Pl.11*). Most of this street is within the archaeological zone for the town (*Fig.1*), which is, in the main, residential with the now closed early nineteenth century St. Francis RC church and graveyard dominating much of its south side (*Pl.12*). The street falls sharply to the Waterford Rd./Abbey Hill junction. Footpaths exist but are narrow.



Pl. 11. Looking East along Friar St.



**Pl. 12. View of St. Francis RC Church.
St. Molleran's Church in Background.**

There will be two outlying areas subject to limited works (*Fig.4*). Located to the south of the main body of works one of which is at the O’Hickey/Brook Dale/Mothel Rd. junction (*Pl.13*); whilst the other is close to the Mass Rd./Mothel Rd. junction (*Fig.4*). Both are within the zone of archaeological potential associated with *Reilig na Muc* graveyard and church (TS085-004031 & TS085-004011). Containing eighteenth century headstones, there is no trace of the earlier church within the grounds.

Both these areas are predominantly residential (*Pls.13-14*) within the southern confines of Carrickbeg. Works will be limited, entailing improvements to junctions and footpaths.



Pl. 13. O’Hickey/Brook Dale/Mothel Rd. Junction.



**Pl. 14. View of Graveyard Wall at
Mass Rd/Mothel Rd. Junction.**

7. Archaeological Impact Assessment

It is proposed by Tipperary County Council to undertake a new road layout at Carrickbeg, Carrick-on-Suir, Co. Tipperary. An AIA was commissioned to assess the archaeological impact of such works. Most of the works will be located within the zone of archaeological potential for the historic town of Carrick-on-Suir town (TS085-004). Within this historic town is the extra-mural suburb of Carrickbeg, the location of the works. Carrickbeg is dominated by the substantial Franciscan Friary founded in 1336. Around this foundation a small medieval burgrave settlement developed, although its extent is not known.

Previous extensive infrastructural schemes along Waterford Rd. and Abbey Hill in 1998 and 2007, both of which were archaeologically monitored, revealed no archaeological remains. These schemes, particularly the Main Drainage Scheme of 1998, entailed deep and wide trenching and would have uncovered archaeological deposit/remains if such survived.

Regarding the proposed scheme, there will be limited sub-surface works. Along carriageways and footpaths, there will be the removal of all existing footpaths and the upper 100mm of road where there is no footpath to implement the improvements. Road surfaces on Abbey Hill and Waterford Rd. would have been newly laid as part of the above mentioned infrastructural schemes. Two areas will be assigned for car-parking, both on Waterford Rd. Sub-surface works will be limited: in the carpark on the north side, adjoining Glanbia Agribusiness premises it will entail laying of tarmacadam over the existing concrete surface.

This area was vacant on the First Edition (1840) OS map (*Fig.2*) where it was a flood plain for the river Suir. It was still vacant on the 1901-05 OS series (*Fig.3*). For the proposed car-park on the opposite side of the carriageway, the works will entail removing excess vegetation and topsoil and provide a 200mm foundation with hardcore (clause 804 and 50mm tarmacadam). This area was vacant on both the 1840 OS map (*Fig.2*), with a lane extending through the plot on the 1901-05 OS series (*Fig.3*).

Even though the two above areas were denoted on both the 1840 and 1901-05 OS maps as vacant, caution should be used in dismissing any sub-surface archaeological remains

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surviving. It may be the case that medieval activity and settlement did occur within these areas: in fact, as stated above, there have been previous suggestions that the site of the original castle was possibly within the vicinity. There is a slight probability that post medieval industrial activity further upstream in Clonmel, may have resulted in persistent seasonal flooding along the Carrickbeg bank. This would have resulted in the abandonment of any habitation on the south side of the river Suir. It was during this period and well into the nineteenth century that saw the prosperity and expansion of Clonmel, based on milling and including canalisation etc., resulting in a remodelling of the river Suir. This may well have had serious environmental repercussions further down the valley and impacting on Carrickbeg.

Overall it is considered the sub-surface works will be limited as part of the new road layout. A substantial body of the works will be located on two roads (Abbey Hill and Waterford Rd.) previously disturbed by major infrastructural schemes. The only area which will require excavations will be for the proposed carpark to the east of Day Break Shop, on the south side of Waterford Rd. Excessive vegetation and the removal of topsoil will be required to facilitate the laying of the new carpark.

8. Mitigation Measures

It is considered the archaeological impact of the proposed works are minimal. The only area of potential impact, although slight, is the creation of a new carpark on the south side of Waterford Rd. It is recommended that the removal of vegetation and topsoil is archaeologically monitored³⁰.

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³⁰ All recommendations are subject to approval by the National Monument Service, Department of Housing, Local Government and Heritage.