

APPENDIX D

Archaeological Impact Assessment

Archaeological Impact Assessment of the Proposed Clonmel Urban Design Project, Clonmel, Co. Tipperary.

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Client:	Tipperary County Council
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1. Introduction

This Archaeological Impact Assessment (AIA) has been commissioned by Tipperary County Council. It relates to the proposed implementation of a Clonmel Urban Design Project and its impact on the possible archaeological remains along the proposed areas of works. The purpose of this project is a re-imagining of the town centre, to improve the urban environment, link town hub and tourist sites and improve safety.

This will be achieved by the identification of alternative traffic movements in the town centre, which will allow a new emphasis on pedestrian and cyclist mobility within this area. Such a strategy should enhance the quality and amenity of the town centre whilst ensuring the commercial viability of the town is not negatively impacted upon. A strategy has to be implemented within the context of a town, functioning within a Zone of Archaeological Potential (ZAP) and Architectural Conservation Area (ACA).

Tipperary County Council sought/will seek planning permission under the Part 8 planning process. The AIA was prepared on behalf of Tipperary County the Council.

It is noted that the proposed Plan is within the ZAP established around the historic town of Clonmel, Recorded Monument TS0-00, which is subject to statutory protection in the Record of Monuments and Places, established under Section 12 of the National Monuments (Amendment) Acts 1994. The works are proposed in and within the most historic areas of the town of Clonmel. Given the extent and location of the proposed development it could impact on subsurface archaeological remains. Accordingly this AIS assesses the impact of the proposed plan.

2. Siting

The Plan is predominantly located within Clonmel's town centre and its immediate environs.

All works are located on the north bank side of the river Suir, mainly within the townland of Burgagery-Lands West, the parish of St. Mary's and the barony of Iffa and Offa East. They will be concentrated within the ZAP for Clonmel town (*Fig.5*). The locations are as follows:

- Lower Irishtown, O'Connell St., Wolfe Tone St., Mary St., Bridge St., Sarsfield St., Quay St., a section of The Old Quay, Blue Anchor Lane, Gladstone St., Market St., Mitchell St., north end of Dowd's Lane, Abbey St., Bank Lane, Hopkin's Lane and Flag Lane.

3. Method

The walkover survey entailed an examination of the scheme route within the ZAP; whilst the desk study entailed an examination of documentary, cartographic and published sources. Sources examined were as follows:

- Record of Monuments and Places (RMP), South Tipperary.
- Sites and Monuments Record (SMR) for South Kilkenny.
- Urban Archaeological Survey (Office of Public Works, 1993).
- Examination of Database on relevant monuments held by the National Monuments Service, Department of Culture, Heritage & the Gaeltacht.
- Ordnance Survey series of published maps.
- Review of Aerial Photographs.
- Documentary Sources. Primary and Secondary Sources.
- Tipperary County Development Plan, 2014-2020.
- National Inventory of Architectural Heritage.
- Results from archaeological investigative works and/or excavations in the environs of the site (Excavations Bulletin).

4. Historical and Archaeological Background of Clonmel

4.1 Historical Background of Clonmel

There is very little known about Clonmel prior to the twelfth century. Although medieval Clonmel town developed on the north side of the river, there are historical references to the south side of the river in the Calendar Justic. Rolls Irel. II to “*Clonmel on the side of Waterford*”¹. This historical reference is further supported by a possible settlement having existed around St. Nicholas’ Church (a recorded monument; [RMP No. TI083-20]), which is to the south of the river Suir. In the vicinity of St. Nicholas’ Church traces of plot patterns still survive². One of the earlier local historians, Rev. William Burke, suggests the Danes made “...*their way up the Suir to its navigable limit, the islands in the river afforded a position to hold their stocks and carry on their barter with absolute security*”³. No archaeological evidence has yet emerged to confirm the Vikings settled in this area although it should be stated this part of Clonmel has seen little or no development works of any consequence in the last 100 years.

The development of Clonmel as an important Anglo-Norman town is well- documented. Its foundation can almost certainly be attributed to the de Burgh family, but whether William or his son Richard was responsible remains in some doubt⁴. Watson suggests that William Fitz Adelm de Burgh was granted lands around Clonmel by Prince John, son of the King of England and Lord of Ireland, between 1171 and 1188⁵. The earliest written reference to the town, so far known, is in the Pipe Roll 14 John in 1211-1212. There are further references to the town in 1225 when Richard de Burgh, son of William, obtained permission to hold an annual fair. Subsequent to 1242, the fair was held on 21st July. At the time of Richard de Burgh’s death an inquisition was held, from the terms of which it may be gathered the population of the town was about 2,000 and the Burgh of Clonmel valued at £19 and 6 shillings.

¹ J. Bradley. *The Medieval Towns of Tipperary*: W. Nolan & T. McGrath (eds.). Tipperary History and Society: 1985.

² *Ibid.*

³ Rev. W. Burke. *History of Clonmel*. 1907.

⁴ J. Bradley. *The Medieval Towns of Tipperary*: W. Nolan & T. McGrath (eds.). Tipperary History and Society. 1985.

⁵ S. J. Watson. *A Dinner of Herbs*. 1988.

Sometime after the death of Richard de Burgh, the administration of Clonmel fell to Otto de Grandison, a Swiss military man. He was appointed Sheriff of Tipperary in the mid-1260's. He obtained a grant of the town of Clonmel and other lands for life but sometime later a grant was made to him and his heirs indefinitely. In 1298 King Edward I granted a murage charter to the town, which allowed for the levying of taxes on merchandise coming into the town for the following ten years in order to raise money to finance the building of the town's fortifications. A series of further grants were made throughout the fourteenth century (1316, 1319, 1335, 1356 & 1364); and one in 1409 for the continuation of the building project and the upkeep of the town's fortifications. Bradley believes most of the surviving remains date to the fifteenth century⁶.

In 1338 de Grandison's association with Clonmel came to an end with the Earl of Desmond, Maurice Fitz Thomas, buying the manors of Clonmel and Kilsheelan from him for a sum of 1100 marks. However, ten years previously the first Earl of Ormond had received the rights and privileges of the County Palatine of Tipperary, with its caput, or headquarters, at Clonmel. The conflict which ensued between the two great Anglo-Norman houses - the Butlers and the Desmonds - was to last for more than two hundred years.

The fifteenth and sixteenth centuries saw Clonmel established as the most important town in the area, with the development of a prosperous merchant class taking advantage of its key position in the heart of a rich agricultural area on the River Suir. A Charter of Incorporation was granted by King James I in 1608, referring to the town being situated near the River Suir, having a harbour, a long and high bridge "*...compassed and fortified on every side with turrets, castles and forts, for the amendment and repair whereof great and frequent costs are expended...*"⁷. The Charter granted that the town and suburbs of Clonmel become a free borough and corporation.

In 1650 Cromwell besieged the town, whilst Hugh Dubh O'Neill and two regiments of the Ulster Army fighting for the crown led the opposition. However, after two months of resistance the town was forced to surrender. The final outcome saw the establishing of the

⁶ J. Bradley. The Medieval towns of Tipperary. W. Nolan & T. McGrath (eds.). Tipperary History and Society. 1985.

⁷ E. Shee & S. J. Watson. Clonmel: An Architectural Guide. 1975.

Cromwellian settlement and the demise of the old burgher families. Clonmel suffered much loss and destruction during the siege; for example the claustral buildings of the Franciscan Friary in the southeastern part of the town were destroyed and a fort built on part of the site.

By the end of the seventeenth century Clonmel was experiencing relative peace and prosperity, though under the new order established by English settlers. Over a period of time the need for town fortifications lessened and the partial dismantling of the town wall got underway during the 1700's. Increased prosperity led to the opening of new streets and an expansion of the population in areas outside the walled town, particularly to the north and east. The area to the west of the town, Irishtown, had been inhabited since the late medieval period and was redeveloped mostly in the late eighteenth and early nineteenth centuries on a pattern which largely exists today.

Clonmel's strategic position on the river Suir led to its establishment as the market centre for a wide agricultural hinterland during the agrarian revolution of the late eighteenth century. More than two-dozen mills were set up in and around the town, the majority owned by members of the influential Quaker community. The quays were developed and extended to cater for the increased trade and this in turn drew new businesses into the town. Its economic importance, together with its inherited central administrative position in the County, resulted in the establishment of many successful estates in the surrounding countryside, as well as the consolidation of a new thriving merchant class within the town itself. The central part of the town was largely rebuilt between 1780 and 1820, albeit on the existing street pattern which had been laid out in the medieval period.

4.2 Archaeological Background of Clonmel

It has been remarked there are no traces of Anglo-Norman field fortifications, such as ring works or a motte and bailey, in Clonmel⁸. Lyons suggests that until the time of the Bruce Invasion (early fourteenth century) “...Clonmel was defended by a stockaded rampart on a stout earthen base...”⁹. The murage grants of the fourteenth century ensured the construction of stone fortifications. The walls, built of limestone and sandstone, were well faced and had a rubble core. They varied in width from 800mm to 1.8m and *circa* 7.5m high. There was a slight batter to its outer face. Immediately outside the wall, a ditch or fosse was dug to provide protection to the wall and make access difficult into the town. It is likely that such a feature was designed to hold water, inclined to fill up naturally and there was a tendency to use them as rubbish dumps. It had a width up to 8m and a varying depth, averaging 3m. Thomas suggests the river Suir would have acted as a natural fosse along the south circuit of the walled town¹⁰.

The town wall enclosed an approximate rectangular area, measuring 425m long (E/W) by 250-300m in width (N/S), i.e. an area of 26 acres¹¹. The street layout is that of a linear pattern, comprising one main street – present day O’Connell St. – with a series of streets and lanes extending from it at right angles to the north and south (*Figs.3,6, 7&8*). O’Connell St. is first mentioned *circa* 1350 as the King’s St. Bridge St. is referred to in 1388 and the laneway east of it in 1424. The earliest reference to Mary St. is 1502 and Gladstone St., then called Lough St., is noted in a deed of 1532. The market place was sited along O’Connell St. with the market cross located at the O’Connell St./Gladstone St./Sarsfield St. junction. This cross was removed in the 1700s, although its base survives at the east gable of No. 1 O’Connell St.

Five gates and one watergate fortified the town walls (*Figs.3,6,7&8*). The West Gate stood at the west end of O’Connell St.; the South Gate, also called Bridge Gate, was located at the southern end of Bridge St.; the East Gate, also called Kilsheelan Gate, stood at the eastern entrance to Mitchell St.; whilst Mary’s Gate stood at the northern entrance to Mary St. (the

⁸ E. Shee & S.J. Watson. Clonmel: An Architectural Guide. 1975.

⁹ P. Lyons. “Ruined Wall-tower at the northeast angle of Clonmel Burgh”. Jour Roy Soc Antiq of Irl. Vol. 75, Pg. 258. 1945

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

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

Bolton St. junction). Uncertainty remains as to the exact location of the North Gate (Breech gate), although the projected site is considered to be at Upper Gladstone St. In the Urban Archaeological Survey of 1993 it is marked as being just south of the junction with Morton St. (*Fig.7*). A view originally forwarded by Lyons in 1936, and further considered by Shee and Watson, was that the North Gate pre-1650 was probably situated at the Upper Gladstone St./William St./Catherine St. junction¹² (*Fig.7*). A Watergate was situated at the southern end of Sarsfield St.

The wall was defended at several points by a number of mural towers; the exact number of which is difficult to determine along the wall circuit. There were probably five corner towers, plus two flanking towers in St. Mary's churchyard. Goubet's map of 1690 (*Fig.3*) shows six rectangular towers in the southeast corner of the walled town. Furthermore he also shows bastions at the West, East and North Gates, as well as two corner towers and a flanking tower along the east side (*Fig.3*). There is doubt as to the actual existence of these bastions and the towers in the southeast corner of the town. Thomas suggests the only indications that such structures may have existed is from the existing street pattern and a hint of external works at the northwest corner tower¹³. The outline of bastions and some of the towers on the 1960 map may have been little more than an aspirational design for the future.

Although the grants for the building of the town walls were made available in the closing years of the thirteenth and during the fourteenth centuries, the walls and fortifications were continuously repaired during the subsequent centuries. For example in 1463 the town received a licence to collect monies for the maintenance of the South Gate and the repair of the bridge and walls¹⁴. The walls were repaired and strengthened in 1691.

Documentary evidence from the 1600s and the 1700s provides clues as to the nature of the town's defences. For instance, the layout of the town is noted in 1654-56 as being “... walled about with a stone wall of lyme and stone with several turrets and hath the accommodation of a stone bridge together with two greist mills on the same; and hath the conveniency of three suburbs viz the east suburbs extending to the lane called Bohir Mullinne

¹² E. Shee & S.J. Watson. Clonmel: An Architectural Guide. 1975.

¹³ A. Thomas. The Walled Towns of Ireland. 1992.

¹⁴ J. Bradley. The Medieval Towns of Tipperary: Tipperary History and Society. 1985.

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*parky, containing fifty cabins or thereabouts with garden plots and three weirs likewise three houses and gardens which leadeth from the said east suburbs unto the north suburbs....*¹⁵.

Approximately one hundred and twenty five years later, and just before the town's expansion under the milling industry, Luckome, when remarking on Clonmel on his tour through Ireland in 1779, noted "*...it consists of four cross streets, formerly fortified with a square wall. The streets lead to each of the gates. The portcullis of some of the gates are remaining, though useless...*"¹⁶.

By the end of the eighteenth century and start of the nineteenth century the town walls had been dismantled and the ditch in-filled with the only surviving section of medieval fortifications located in St. Mary's churchyard.

The medieval town defences of Clonmel are classified as a National Monument and all works, at or within the vicinity of such a monument, must be undertaken subject to the granting of a Ministerial Consent.

¹⁵ R.C. Simington. The Civil Survey of 1654-56. 1931.

¹⁶ Rev. William Burke. The History of Clonmel. 1907.

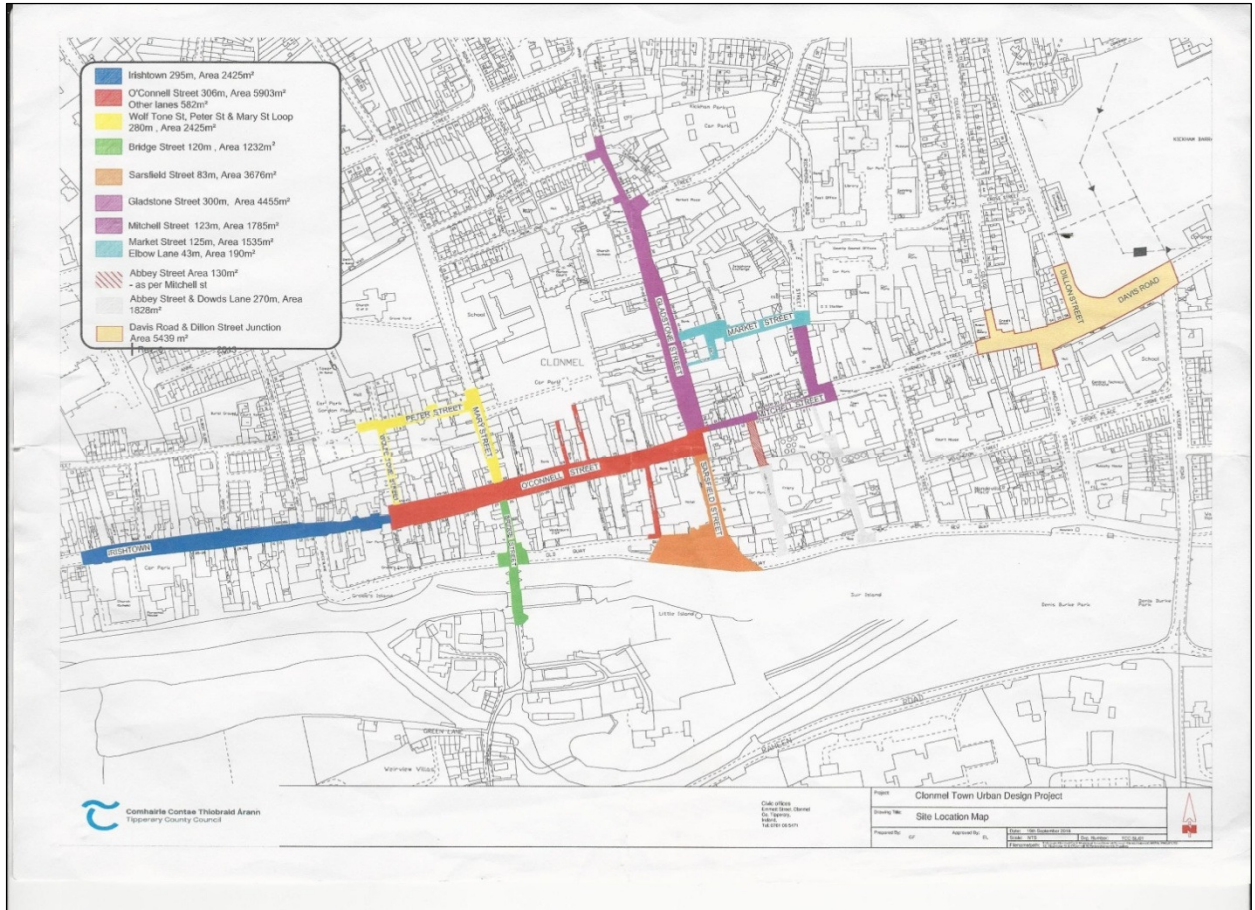


Figure 1 Site Location Plan.

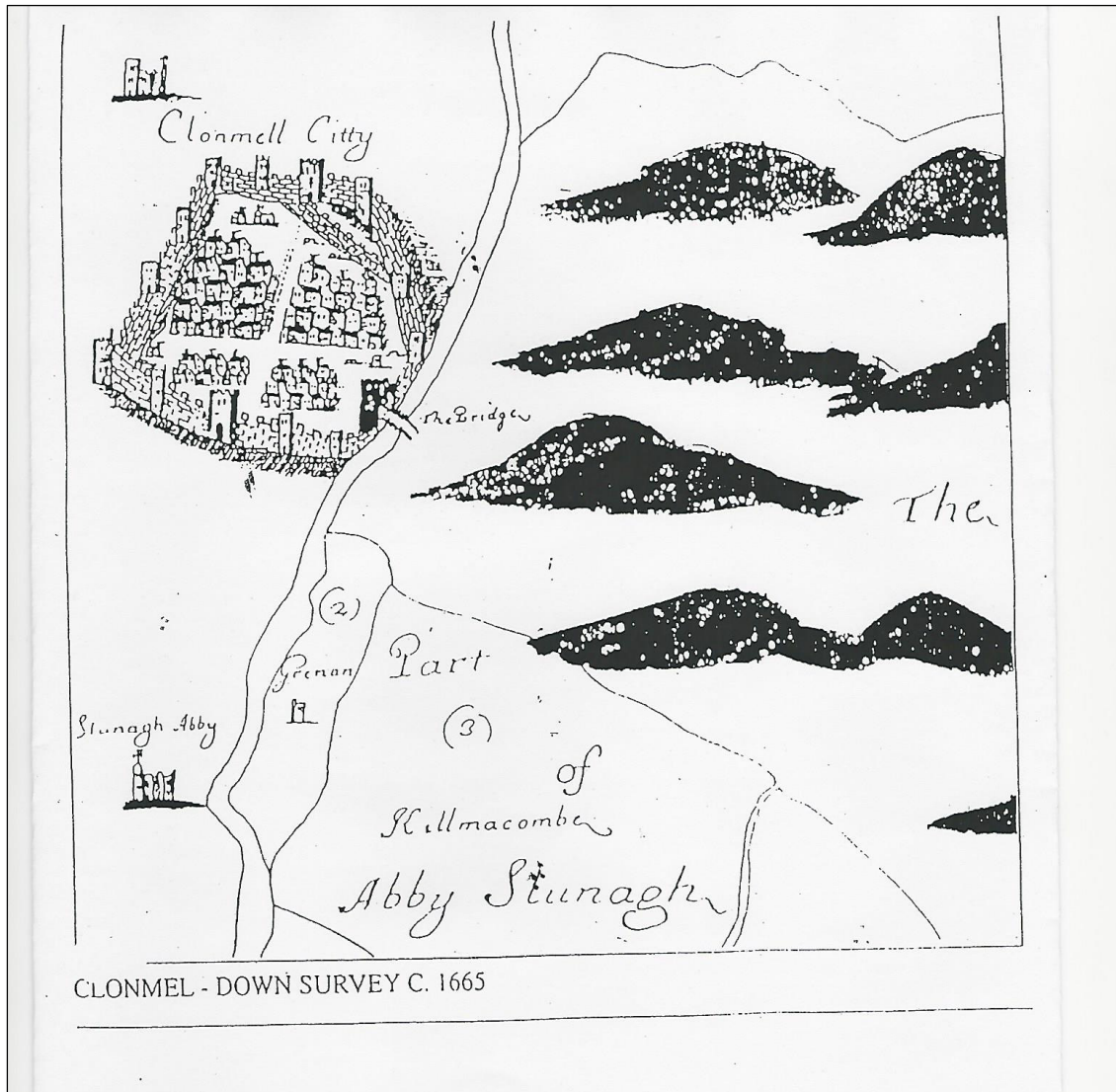


Figure 2 Down Survey, Circa 1665.

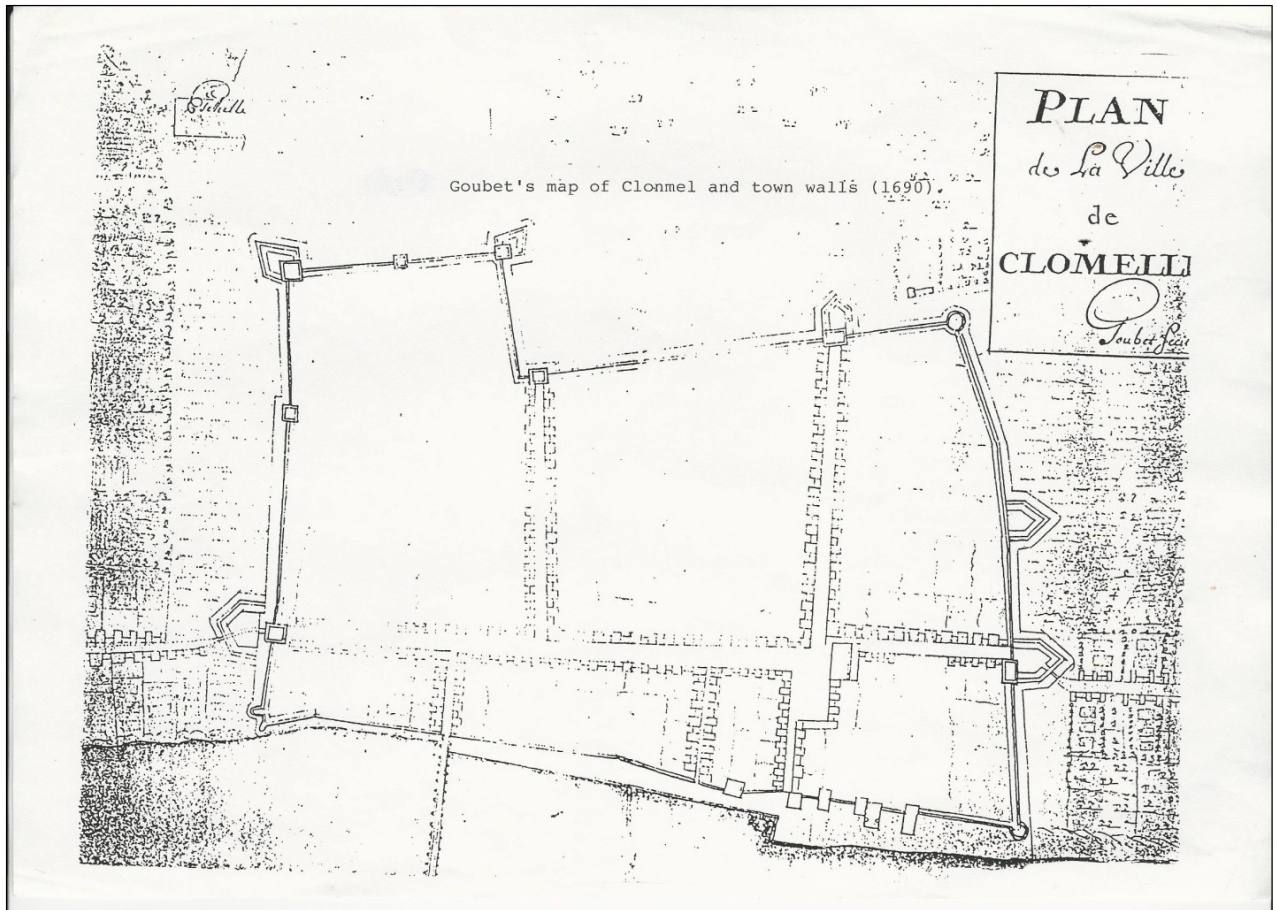


Figure 3 Goubet's Map of Clonmel Showing Town Defences (1690).

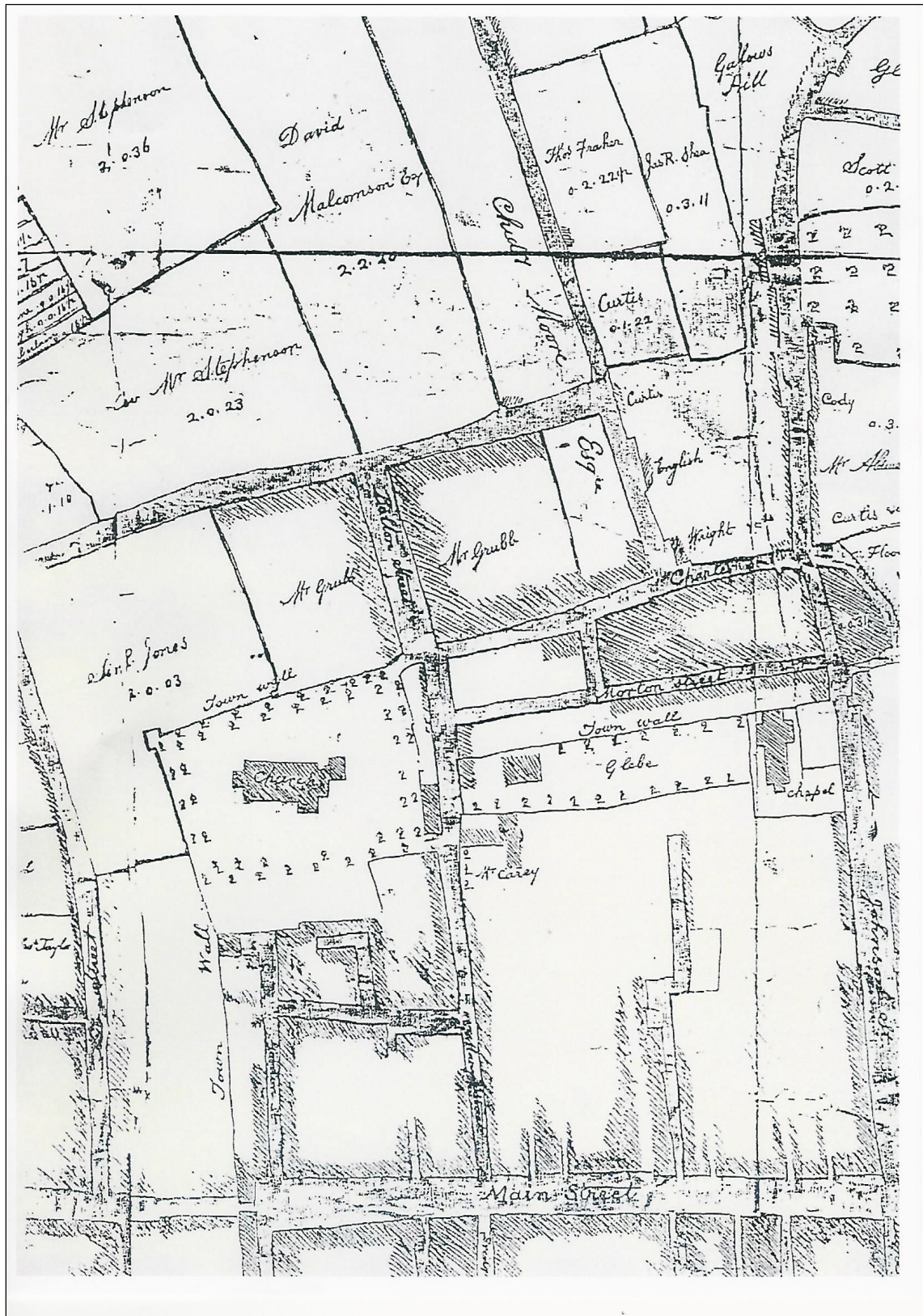


Figure 4 Chaloner's Map of Clonmel (1815). Showing Lower Irishtown, Main St. (O'Connell St.), Wolfe Tone St., Mary St. and Johnson St. (Gladstone St.)

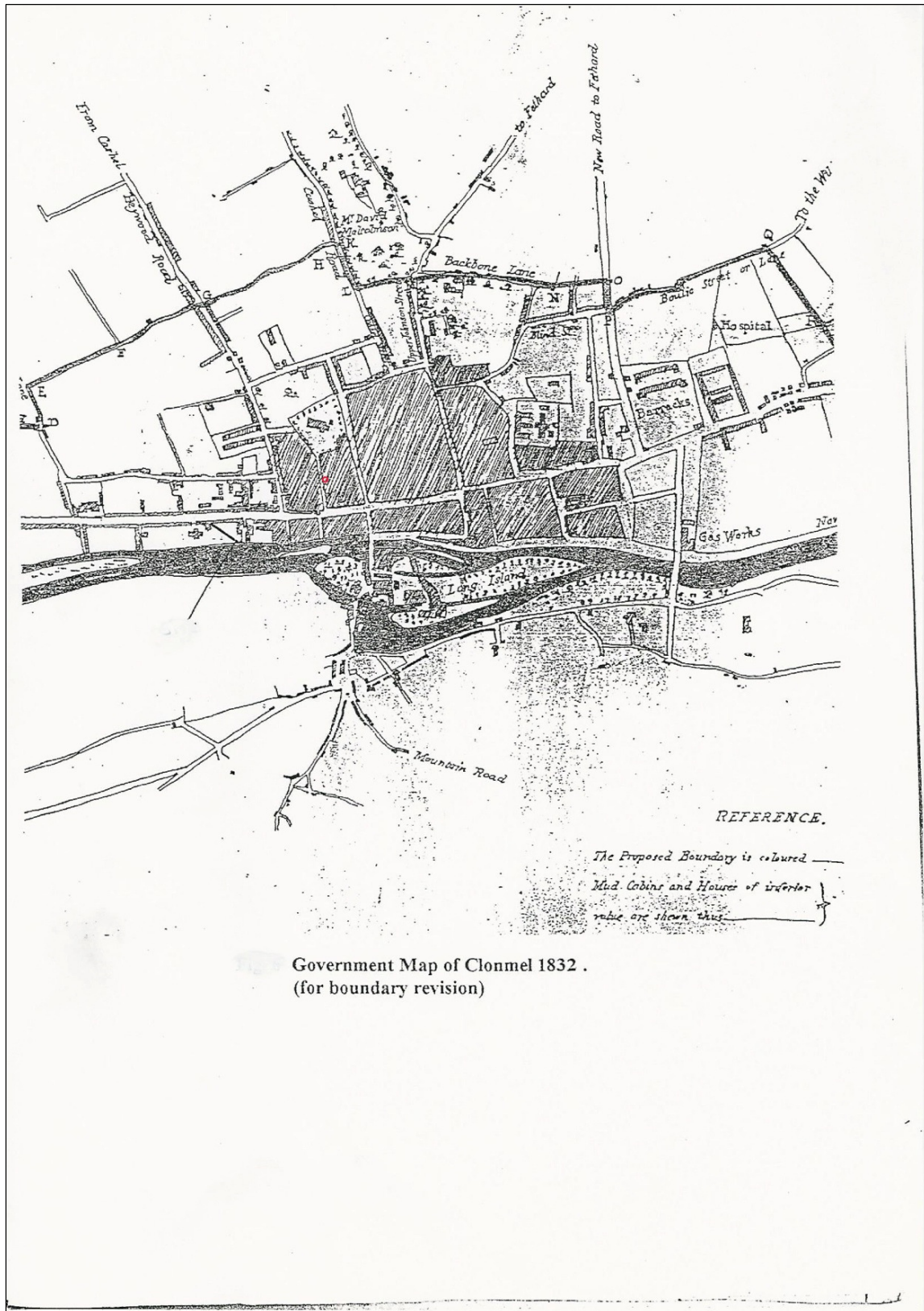


Figure 5 Government Map of Clonmel (1832).

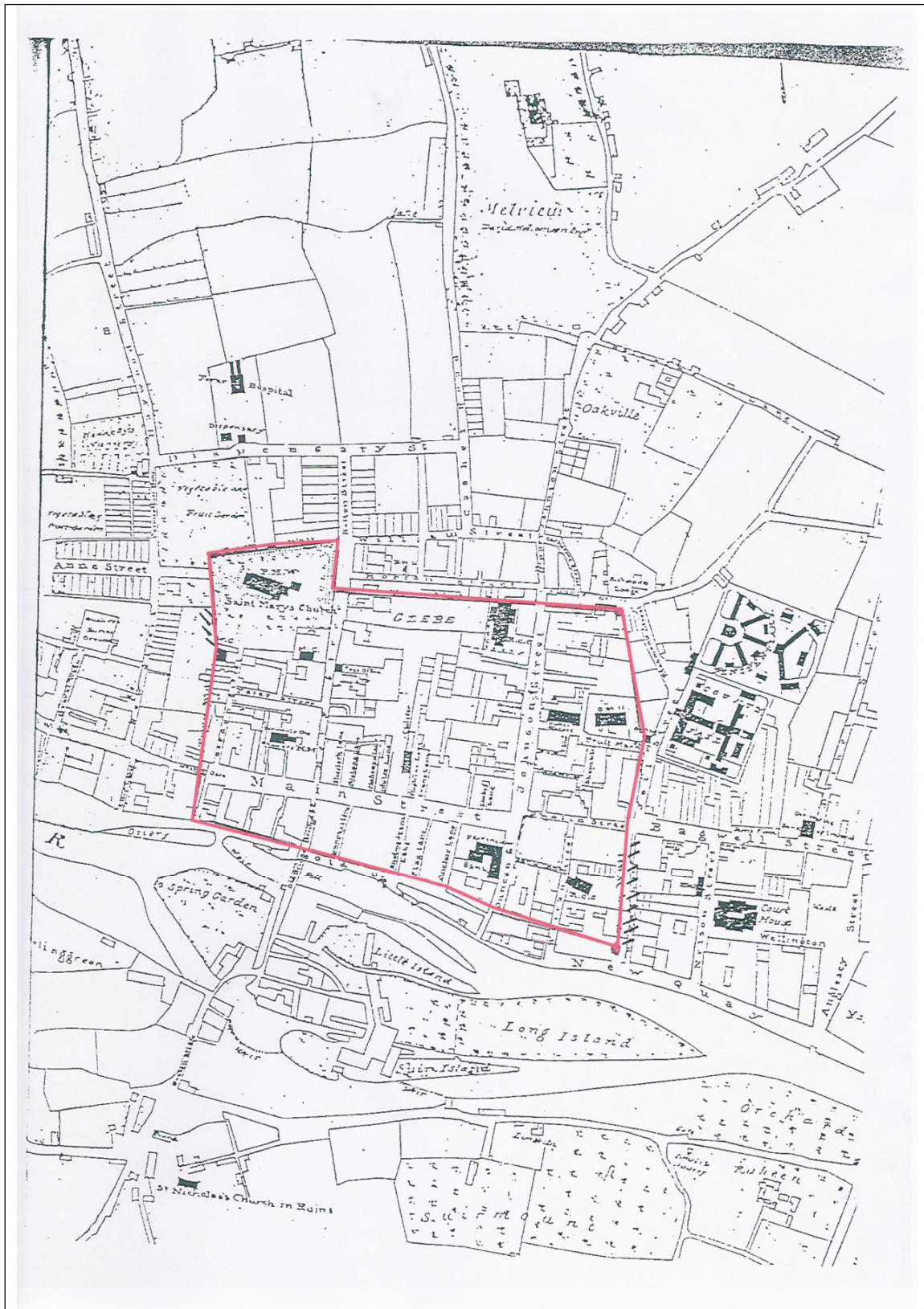


Figure 6 Leahy's Map of Clonmel 1832. Town Wall Circuit Highlighted in Red.

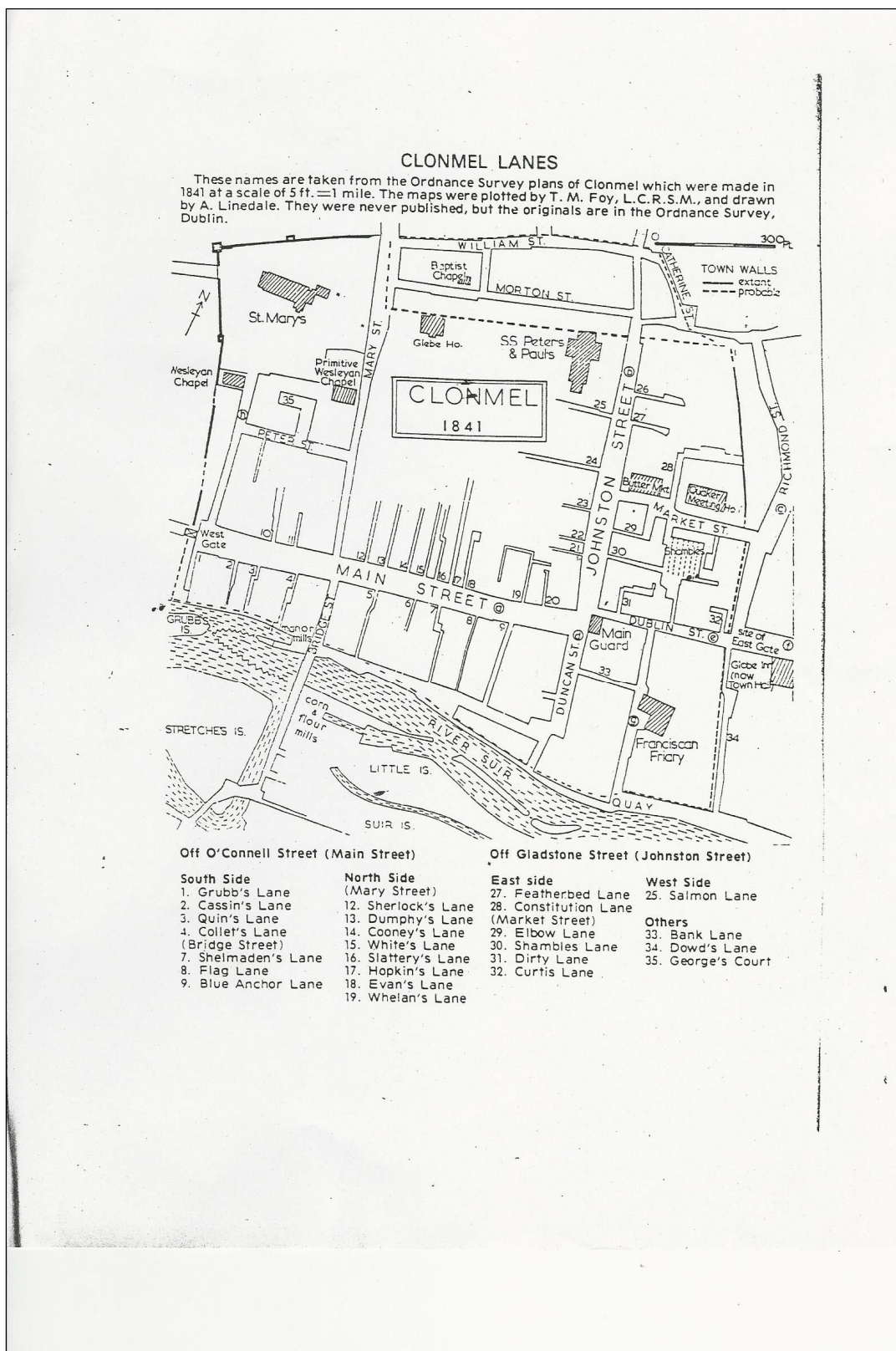
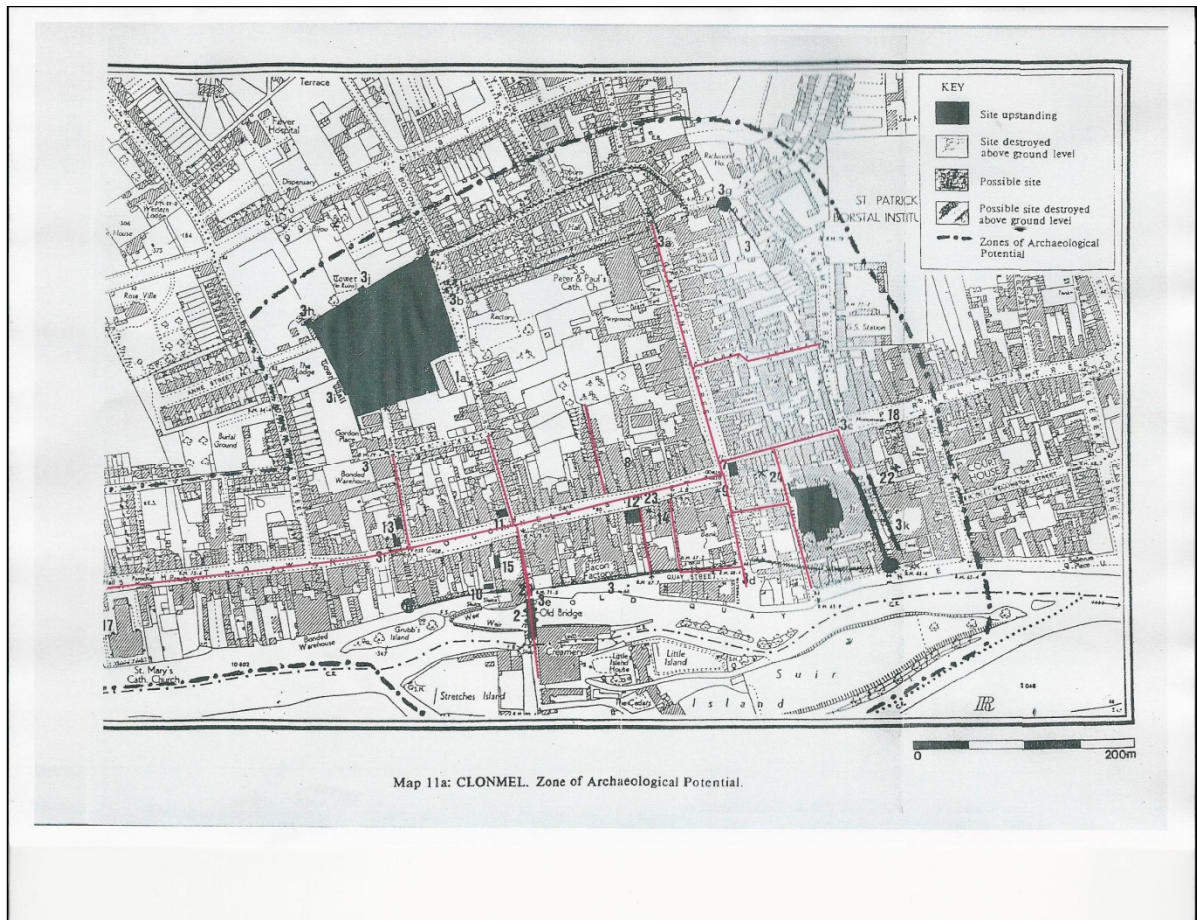


Figure 7 Clonmel Lanes (1841 OS Map). Compiled by Shee & Watson (1975).



**Figure 8 Zone of Archaeological Potential for Clonmel Town.
Location of Works Highlighted in Red.**

5. Scope of Works

Combining a Desk Study and Walkover Survey, the defined aim of the AIA is to archaeologically evaluate the impact the works might have on archaeological remains that may be within the area of the Plan. The overall scope of works for the Clonmel Urban Design Project can be described as the provision of upgraded pedestrian facilities, hard and soft landscaping, modifications to traffic management and car-parking arrangements. Alterations will also be made to overhead and underground utilities and drainage.

The main focus of the sub-surface works for the scheme will be footway renewal, including widening in places, laying of drainage channels and gullies, placing overhead power cables beneath the new footways, existing Eir, electrical and fibre optic cables to be lowered to lower levels where required, the upgrade of the watermain network, erection of feature lighting columns, signage, including traffic signs, cycle rack parking station, installing street furniture/art work and landscaping.

The scope of works (see the following drawings for General Arrangements - Drg. Nos. 2089.1.02, 2089.1.03, 2089.1.04, 2089.1.05, 2089.1.06, 2089.1.07, 2089.1.08, 2089.1.09, 2089.1.10, 2089.1.11 and 2089.1.12 and the following drawings for Utilities - 01 of 08, 02 of 08, 03 of 08, 04 of 08, 05 of 08, 06 of 08, 07 of 08, 08 of 08 and the following drawings for the Watermains - 01 of 08, 02 of 08, 03 of 08, 04 of 08, 05 of 08, 06 of 08, 07 of 08 and 08 of 08) can be broadly summarised as the following:

- Environmental upgrading of the existing streetscape using high quality sandstone paving treatments/materials and granite kerbing to footways.
- Removal of existing overhead power line and Eir cables together with their relocation/replacement underground.
- Upgrading the watermain network where required from cast iron to polyethylene piping.

- New storm water sewers and new gully connections.
- Provision of new, decorative street lighting.
- Provision of street furniture and art works to create focal point.
- Revisions to existing traffic management measures including calming measures and build-outs to improve pedestrian circulation.
- Landscaping - planting semi mature trees, tree and amenity shrub planting in movable raised planters.

5.1 Footpath, Pedestrians Crossings and Parking Areas

Works for the footways, parking areas and kerbing will entail the following:

- Existing footpaths and kerbing will be broken up and removed.
- Excavation for the new footpaths will extend to a depth of *circa* 450mm for un-trafficked areas, whilst it will be 550mm deep in trafficked footway vehicular access areas.
- The depth of excavations for kerbing will be 350mm deep.
- Parking bays will have tarmac with red chipping treatment to highlight parking locations.
- Natural coloured (grey/blue grey) stone paving to traffic areas and pedestrian crossings as contrasting colour paved section. Traffic areas will have black asphalt.
- Red tactile paving for controlled and buff coloured for uncontrolled pedestrian crossings.
- Tactile corduroy paving (buff) as warning to top and bottom of steps.

5.2 Utilities

Throughout the scheme existing overhead power lines will be diverted. Where existing services clash with proposed kerb lines or drainage feature they will be diverted. All diverted services will be laid at a minimum depth of 750mm from the surface whilst the diverted watermains will be laid at a minimum depth of 1.2m from the surface. Existing Eir, electrical and fibre optic cabling at the present depth from the surface of less than 500mm will be lowered to a depth of 750mm. Existing watermains will be upgraded from existing cast iron to polyethylene pipe along its existing route. The new watermain, and diversions, will be laid to a minimum depth of 1.2m from the surface. New water meters, sluice valves and hydrants will be laid.

New storm water sewers are proposed throughout the Project as well as new gully connections. An existing combined sewer along Sarsfield St. is to be diverted away from the proposed kerb lines. Excavations for new sewers and pre-cast concrete gully connections will be to depths between 1m and 2.6m from the surface. The gullies will be connected by a 100mm or 150mm diameter uPVC pipe, to the existing/new surface water drainage system.

Regarding the laying of electric, Eir and fibre optic cabling the subsurface work will entail the following:

- Excavation of trenches to accommodate ducting.
- It is a requirement of the ESB that ducting have a minimum cover of at least 600mm and that same is positioned on a bed of sand, 50mm thick. The diameter of the ESB ducting will range from 110mm to 150mm. Trenches will extend to a depth of at least 800mm deep and will average 600mm in width. Widths and depths may vary and are dependant on the final number of ducts within a trench. All Eir and fibre optic cabling will be laid at a depth of 750mm below the surface.
- ESB and Eir chambers, measuring 1m x 1m x 750mm deep (minimum), will be built.

The existing public lighting system will be upgraded under the contract. The erection of the feature light columns on the footways will require sub-surface ground works. Their location is likely to be within close proximity to the existing columns to be replaced. Excavations will measure 1m x 1m and should not exceed 1.8m in depth and may be less to accommodate the insertion of a sleeve to support the lighting column. Strip level lighting will require excavations not exceeding 450mm in depth and be within the excavations for the paving works.

5.3 Landscaping

There will be hard and soft landscaping. Semi-mature trees will be planted within purpose built tree pits, 1.2m deep or replace existing trees. Granite feature seating incorporating amenity grass and perennial planting will be at chosen locations. Feature seating, located predominantly along O'Connell St. and Gladstone St., will be positioned on the footpath, close to the kerb line. Other works will include the erection of signage, including traffic signs, and street furniture (bins, bollards, art work, etc.). Where required, signage will be positioned on a supporting concrete foundation with 150mm of cover to top of foundation from finished level. These bases will measure 800mm x 800mm and 500mm deep.

6. Archaeological Assessment

6.1 Introduction

The Plan will be concentrated within the commercial heart of Clonmel town, extending along the main thoroughfares and offshoot streets/lanes. All of these streets/lanes are within the ZAP; and much of the works actually within the medieval walled town (Fig.?).

The assessment entailed a desk-top study and a walkover survey, assessing the impact the works might have on the archaeological heritage of Clonmel.

6.2 Lower Irishtown (Drg. No. 2089.1.02)

6.2.1 Scope of Works

Footpaths and kerbs along both sides of Irishtown will be upgraded to natural stone material. The pathways will not, however, be widened. Pedestrian crossing facilities will be upgraded to include standard dropped kerbs to enhance safety. Trenching for ducting and the renewal of the watermain network will be undertaken along the carriageway and beneath the footpaths.

6.2.2 Archaeological Background

Works will be located along Lower Irishtown, extending from just west of the St. Mary's Roman Catholic Church to the West Gate. All of these works are within the ZAP. Irishtown is an extra-mural suburb to the west of the West Gate, existing throughout the later medieval period. However, its extent is not known. Goubet's map of 1690 shows houses on both sides of Irishtown, with open land including several lines of trees to the north. It should be noted that the map is a diagrammatical plan primarily showing the town defenses and cannot be fully relied upon as a street plan with, for example, many of the lanes inside the town not shown. The extent of the population in the west suburbs at this time can be estimated from the Minister's Money Account of 1703 which lists residents in the late 1660's. One hundred and nine names are given as resident in the west suburbs, the great majority being male

indicating a count by household rather than people. A population perhaps approaching 500 can be envisaged.

Previous archaeological investigations in the Irishtown extra-mural suburb revealed little habitation evidence, with any surviving archaeological remains dating to the post-medieval period. The possibility of structures surviving would be minimal due to the fragile nature of such buildings, little more than mud or daub cabins or hovels as described in the 1654-56 Civil Survey¹⁷, which were occupied by the native Irish.

The main focus of infra-structural works to date in this area was trenching to accommodate the laying of the Broadband Cable Network for the town of Clonmel in 2004 (Licence No. 03E1613). Trenching commenced opposite St. Mary's Church and terminating at the West Gate, along the south side of the street, just to the north of the footpath, and had an average width of 600mm and 700mm deep.

Trench stratigraphy was quite uniform with the majority of the layers uncovered dateable to the post medieval period or later. Road make-up and compact infill/hardcore, with an average depth of 300-400mm, dominated the upper levels of trenching. Underlying the road make-up was a red/rown sandy clay. It was moderately fine-grained and contained pebbles and small stones.

Although it yielded no artefacts and looked sterile, it did not appear to be of natural deposition. Trenching extended into this material but not to the underlying layers. One feature of note was uncovered along the Irishtown stretch: a pit, which was uncovered outside St. Mary's Church. It measured 1.8m long and had an exposed depth of 800mm with a gradual break of slope top and gently sloping sides. A single fill was contained within, consisting a grey/black very sandy clay that had a moderate amount of rounded and sub-angular stones, frequent charcoal flecks and occasional animal bone inclusions. Cut into a grey brown coarse sand, it was sealed by the existing road surface and hardcore¹⁸.

¹⁷ R.C. Simington (ed.). The Civil Survey of 1654-56. 1931.

¹⁸ M. Henry. Archaeological Monitoring of Clonmel Broadband Cable Network 2004. Unpub.

6.2.3 Impact Assessment

Regarding the proposed works along Lower Irishtown, the main focus of the project is paving treatments and ducting, commencing close to the St. Mary's Catholic Church and proceeding eastwards to the West Gate. The possibility of finding the later medieval/post-medieval street surfaces and archaeological deposits cannot be ruled out along.

The footpath renewal works will, in the main, extend along the footways and be shallow. Of greater archaeological impact will be the required trenching for ducting and the renewal of the watermain network.

6.3 O'Connell St. (Drg. Nos. 2089.1.02, 2089.1.03 & 2089.1.04)

6.3.1 Scope of Works

The section of O'Connell St. from the West Gate to the junction with Bridge St./Mary St. and from the Bridge St./Mary St. junction to the east end of the street (Main Guard) will have traffic lanes reduced from two to one. Footpaths either side of the West Gate will be widened where possible and upgraded to natural stone; whilst the footpath beneath the Gate will only be widened on the southern side.

Existing car-parking arrangement at the west end of the street will be re-orientated to provide parallel parking and loading facilities in order to improve safety. Parking bays will have tarmac with red chippings to highlight parking locations. Footpath widths are to be widened and a 'plaza' area provided at the West Gate. The aim is to enhance the vista from the eastern section of O'Connell St. to the West Gate, as the view will be less obstructed by parked cars.

Where required footpaths will be widened and paved with natural stone material. A raised table pedestrian crossing area will be provided at the Main Guard. New trees will be planted in place of the existing ones, set back from the kerb line. New public lighting will be installed as well as raised planter boxes and seating/benches installed if deemed favourable.

There will be extensive trenching to undertake diversion of ducting, lowering of levels along existing routes, diverting overhead cables to underground and the upgrade of the watermain network which extends predominantly along the carriageway.

6.3.2 Archaeological Background

O'Connell St., the main commercial thoroughfare and the heart of the town, will be the location of a substantial section of the Plan. This street, the main medieval thoroughfare within Clonmel, was first mentioned in the Ormond Deeds (1175-1350) *circa* 1350 as

“King’s Street”¹⁹, although through much of the period it was known as “High St.” which extended from Bridge St. to the Main Guard. At one end – the intersection with Gladstone St. - stood the market cross and market place, whilst from Bridge St. to the West Gate the street was occupied by a block of houses. In the mid seventeenth century the town was described as “a well built and well kept town with the High Street containing seven two storied houses roofed with slate”²⁰.

The three main medieval/post-medieval structures on O’Connell St. are the West Gate, with the present structure an 1830s reconstruction of the original; the site of the Clonmel Castle; and the Main Guard. The West Gate was sited on the western town wall circuit, at the junction between the east end of Lower Irishtown and O’Connell St.

Regarding Clonmel castle, in the Parish Survey carried out by W. Shaw Mason in 1814 there is a reference to a building called “*the Castle of Clonmel*” which name it always retained till it was lately (circa 1810) thrown down by Mr. John Harvey to the rear of whose house in the Main St. (now O’Connell St.) and directly opposite Flag Lane it stood”²¹. Lewis in his Topographical Dictionary of Ireland noted that “some trifling remains of the ancient castle may still be traced at what is now the office of the Tipperary Free Press”²². The site of this castle is considered to be located in the vicinity of No. 75 O’Connell St.²³. The castle, was apparently in existence up to circa 1810, when it was demolished²⁴. Lyons, the local antiquarian, in 1936 identified what he considered to be the remaining east wall of the castle between the then adjoining Woolworth shop (No.74 O’Connell St.) and No. 75 O’Connell St.²⁵ Rev. Burke in his History of Clonmel refers to the ancient castle in the middle of the High St. and suggests this was the location of the Earl of Ormond’s manor²⁶. Thomas suggests it may be the remains of one of many tower houses²⁷. No evidence has yet emerged to support this conclusively, archaeological or otherwise.

¹⁹ J. Bradley. The Medieval Towns of Tipperary: Tipperary: History and Society, W. Nolan & T.G. McGrath (eds.). 1985.

²⁰ Rev. W. Burke. The History of Clonmel. 1907.

²¹ E. Shee & S.J. Watson. Clonmel: An Architectural Guide. 1975.

²² S. Lewis. A Topographical Dictionary of Ireland, Vol. 1. 1837.

²³ J. Farrelly & E. Fitzpatrick. Urban Archaeological Survey. 1993.

²⁴ *Ibid.*

²⁵ *Ibid.*

²⁶ Rev. W. Burke. The History of Clonmel. 1907.

²⁷ A. Thomas. The walled Towns of Ireland. Vol. II. 1992.

The Main Guard, located at the east end of the street, was built in the latter half of the seventeenth century to house the Palatinate Courts. The building ceased as a courthouse and tholsel at the start of the nineteenth century.

Again, the main focus of infra-structural works to date on O'Connell St. was for the 2004 Broadband Cable Network (Licence No. 03E1613). It was necessary for trenching to extend through the line of the western circuit of the medieval town wall and through the West Gate. Trenching depths were kept shallow whilst extending under the West Gate structure: the reason being to avoid encountering the medieval wall or original foundations to the gate structure.

Trenching levels were retained at the 400-410mm level below present ground level and had a width of 500mm. Excavation works started 3m east of the Gate (O'Connell St. side) with the trench sited along the south side of the street, beside the footpath. Stratigraphy was consistent beneath the Gate. Road cover and compact underlying hardcore extended to a depth of *circa* 300mm. It overlaid a mid brown, moderately coarse grained sandy clay with some gravel, which extended to the base of the trench. Under the apex of the arch, a wall was revealed. It occurred 400mm below ground level, aligned east-west and its outer edge was 1.6m out (north) from the existing inner wall of the West Gate. It occurred in two stretches: the first was 2.08m long; and the second 1.4m long. It comprised light brown, flat sandstone pieces which were roughly hewn. The stones measured 200mm x 150mm (average). As it coincided with the base of the trench, it was not possible to establish its depth. This feature was not removed and preserved *in situ*. It was suspected to be associated with the present foundations for the existing West Gate.

Trenching continued inside the walled town, extending along O'Connell St. for a length of 300m, along the north side of the street, with an average width of 600mm and extended to 600-700mm. The stratigraphy was relatively consistent along its length. Road cover and build-up dominated its upper levels, 300-400mm thick. Existing services extended along its length or alternatively criss-crossed the trench, thus resulting in much disturbance. A light to mid brown (orange tinge) sandy clay with some gravel inclusions tended to occur beneath the road build-up. One large pit was uncovered that was cut into the natural and was infilled with a black charcoal-rich sandy clay. Approximately 1m east of the pit a large deposit was

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uncovered. It extended for a length of *circa* 15m and had a depth of 600mm. It was dark brown/black sandy clay that had charcoal, animal bone and oyster shell inclusions as well as sherds of medieval pottery. No other archaeological features were uncovered along O'Connell St.

6.3.3 Impact Assessment

The works will be extensive extending along the entire length of O'Connell St. It will include footway paving and kerbing, new public lighting and semi-mature tree planting in place of the existing. There will be extensive trenching to undertake diverting of ducting, lowering cable levels along existing routes, diverting overhead cables to underground and the upgrade of the watermain network which extends predominantly along the carriageway.

The possibility of finding the medieval/post-medieval street surfaces and archaeological deposits cannot be ruled out. The footpath renewal works will be relatively shallow. However, there will be extensive trenching for the utilities and the placing of semi-mature tree planting within purpose built tree pits.

6.4 Wolfe Tone St. (Drg. Nos. 2089.1.02 & 2089.1.09)

6.4.1 Scope of Works

Wolfe Tone St. will have its footpaths resurfaced with natural stone material. Due to spatial constraints, it will only be possible to widen the eastern footpath. New lighting will be installed along linkages to increase safety for pedestrians using the Gordon Place car-park. The existing watermain to be upgraded along existing route with new water meters and sluice valves to be laid. The Eir cable and ducting to be lowered along existing route and diversion of underground electric cables.

6.4.2 Archaeological Background

Extending at right angles to the west end of O'Connell St., Wolfe Tone St. terminates at Saint Mary's Church of Ireland Churchyard. The street, which is aligned north/south, is dominated in the main by residential properties, although a theatre is located at its northern end. The street is located inside the medieval walled town, with the buildings along its west side built-off the town wall. This street had no existence in the medieval period and probably consisted an open area inside the walled town. The street was opened following the demise of the town fortifications, probably sometime in the eighteenth century,, certainly in existence by the early nineteenth century as it is denoted on Chaloner's 1815 map as Gordon St. (Fig.4). When opened, the street was known as Gordon St., deriving its name from an English family who arrived in Clonmel in the latter part of the seventeenth century and subsequently gained great prominence in the town, becoming successful merchants and traders as well as members of Clonmel Corporation. Predominantly a long established residential street, few archaeological investigations have occurred on this street. One such investigation occurred in 2004, at No. 15 Wolfe Tone St. (Licence No. 04E1463). Monitoring was undertaken of a fire exit opening into a dwelling house basement. The upper 1m of excavation comprised building rubble infill. A wall was exposed along the eastern baulk of the excavated area, 1.8m below ground level. It was considered this wall could be of medieval origin and left *in situ*²⁸.

²⁸ M. Henry. Archaeological Monitoring at No. 15 Wolfe Tone, Clonmel, Co. Tipperary. Unpub. 2004.

6.4.3 Impact Assessment

The works will not be too extensive along Wolfe Tone Street, with the main purpose to upgrade the footways to provide an aesthetic link to O'Connell St. The eastern footpath will be widened and the western one enhanced with sandstone and kerbing. Trenching for ducting will entail the upgrade of the existing watermain and lowering and diversion of some cables.

The western circuit of the medieval town wall extends north/south beneath the buildings on the west side of Wolfe Tone St., terminating at the West Gate (*Figs.4 & 6-8*). These works will avoid impacting on the town wall, set back from it and within the medieval town. The street did not exist in the medieval period, comprising an open area or burgage plots.

6.5 Mary St. (Drg. Nos. 2089.1.03 & 2089.1.09)

6.5.1 Scope of Works

The works will be limited on Mary St. footpaths. Widths will be maintained and resurfaced in sandstone paving to provide aesthetic link to O’Connell St. It is proposed to divert the fibre optic cable and ducting.

6.5.2 Archaeological Background

Mary St. is located within the medieval walled town of Clonmel, extending northwards from O’Connell St., it was one of the five main medieval thoroughfares which led off O’Connell St. and had a gate, Mary’s Gate, at its northern end. The town wall extends parallel to the west side of the northern end of the street, before it changes direction to cross Mary St. on an east/west alignment, 20m south of the Mary St./Morton St. junction – site of Mary’s Gate (*Fig.8*) - and extends east/west to the rear of the buildings fronting the south side of Morton St.

The earliest reference to Mary St. dates to 1502²⁹. It was previously known as “Our Ladye Street” and “the Street of the Blessed Virgin Mary”³⁰. Many of the principal burghers lived in Mary St. and according to Burke several houses had gardens to the rear and even “... *few of the burghers built edifices which in size and character made pretension to feudal castles...*”³¹. The most prominent building on the street is St. Mary’s parish church, located in the northwest angle of the walled town. It is first referred to in 1228 and its associated cemetery first noted in 1502³². Located on the western side of the street and beside St. Mary’s church was a ‘free school’, which provided an excellent education in the early seventeenth century³³. Close to the ‘free school’ was “...*a stone slate house, built about 1624 by the*

²⁹ J. Bradley. *The Medieval Towns of Tipperary*. In *Tipperary: History and Society*: W. Nolan & H.G. McGrath (eds.). 1985.

³⁰ Rev. W. Burke. *History of Clonmel*. 1907.

³¹ *Ibid.*

³² J. Bradley. *The Medieval Towns of Tipperary*. In *Tipperary: History and Society*: W. Nolan & H.G. McGrath (eds.). 1985.

³³ Rev. W. Burke. *History of Clonmel*. 1907.

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Commons of Clonmel, upon a part of their common land, and set apart for an hospital for old, impotent, decayed inhabitants of Clonmel..."³⁴.

6.5.3 Impact Assessment

The works will not be extensive along Mary St., terminating at the junction with Peter St. Footpath widths will be maintained and resurfaced in sandstone paving to provide an aesthetic link to O'Connell St. Ducting will be limited, confined to diverting the fibre optic cabling. The overall archaeological impact of the works should be limited.

³⁴Rev. W. Burke. History of Clonmel. 1907.

6.6 Bridge St. (Drg. Nos. 2089.1.03 & 2089.1.10)

6.6.1 Scope of Works

Bridge St. will have its footpaths resurfaced with natural stone material. Works will entail the widening of the eastern footpath to improve pedestrian linkage, whilst the carriageway alignment on the Old Bridge will be altered to provide a 2m wide footpath. A new pedestrian zebra crossing will be installed to assist safe movement from the Suir Island car-park to the town centre. New lighting will be installed along this linkage to increase safety. The existing watermain to be upgraded along existing route with a new section of watermain to be laid on Bridge St. and diversion of underground electric cable.

6.6.2 Archaeological Background

During the medieval period Bridge St. was an important thoroughfare leading from the medieval Old Bridge into the walled town.

Bridge St. is located within the medieval walled town of Clonmel, extending southwards from O'Connell St. (*Fig.6-8*). The street was one of the five main medieval streets, referred to in a Deed dating to 1388³⁵. One of the six gates on the town wall was located at the south end of Bridge St., namely South or Bridge Gate. In the medieval period, Bridge St. was the focus of much activity as it was the entrance point into the town from across the river Suir via the Old Bridge. In medieval Clonmel the Old Bridge was an important crossing point between south Munster and the Norman towns of Kilkenny and other towns in south Leinster. The importance of the Old Bridge to Clonmel is perhaps best indicated by its inclusions on the arms of the town. Accordingly to Bradley a grant of murage and pontage was made in 1356³⁶. The original structure was a flat-beam bridge, widened by a third of its present width in the middle of the eighteenth century. In 1463 the Earl of Ormond granted to the people of

³⁵ J. Bradley. *Medieval Towns of Tipperary*. W. Nolan & T. McGrath (eds.) Tipperary History and Society. 1985.

³⁶ *Ibid.*

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Clonmel a licence to take customs of all merchandise coming for sale into the town, provided such monies was spent on the repair of the bridge, the walls and southern gate³⁷.

South, or Bridge Gate controlled access to the town via the Old Bridge. According to Lyons³⁸, there was no trace left of this Gate by the early 1900s. He suggests that the Manor mill, located at the southwest end of Bridge St. but now demolished, was part of the Gate. Lyons also referred to the presence of a vaulted chamber beneath the tower of the South Gate. This chamber was exposed during works sometime prior to 1936.

Some ground works occurred on the Clonmel Main Drainage Scheme (Contract No. 1)³⁹ at the Bridge St./Quays junction. Nothing was found to conclusively indicate the presence of the South Gate in the course of pipelaying for the 1992 scheme. However, a length of 4.6m of a substantial wall was uncovered, just south of the southern end of Bridge St., on the north side of the Quays.

6.6.3 Impact Assessment

The works will not be too extensive along Bridge St., terminating at the Old Bridge, into the entrance of Suir Island public car-park to provide a cohesive pedestrian link. It will have very limited impact on the Old Bridge section. Works will entail the widening of the eastern footpath on Bridge St., to improve pedestrian linkage whilst the carriageway alignment on the Old Bridge will be altered to provide a 2m wide footpath. The new widened footpath will be sandstone paved. Ducting will entail the renewal of the watermain and the laying of diverted underground electric cable. The area of most likely impact will be in the vicinity of the site of Bridge or South Gate.

³⁷ Rev. W. Burke. History of Clonmel. 1907.

³⁸ P. Lyons. "Norman Antiquities of Clonmel Burgh". Jour Roy Soc Antiq of Irl., Vol. 66. 1936.

³⁹ M. Henry. Watching Brief Report. Main Drainage Project, Clonmel, Co. Tipperary. 1992. Unpub.

6.7 Sarsfield St., Old Quay, Quay St. and Blue Anchor Lane (Drg. Nos. 2089.1.04 & 2089.1.11)

6.7.1 Scope of Works

Sarsfield St. will have its footpaths widened and resurfaced with natural stone material. New trees will also be planted in place of existing ones. A new raised pedestrian crossing will be sited at the north end of the street (O'Connell St./Gladstone St. junction), whilst Parking bays will have tarmac with red chippings to highlight parking locations.

Works will be undertaken along a short section of Quay St., i.e. between Sarsfield St. and just to the west of Blue Anchor Lane. Sandstone paving will be undertaken on Quay St., to tie in with proposals for a crossing associated with Suir Island Masterplan. Blue Anchor Lane will be resurfaced in sandstone paving with the incorporation of ground level lighting to encourage pedestrian use.

The existing watermain to be upgraded along the existing route on Sarsfield St., the short section of Quay St. and Blue Anchor Lane. Eir cabling and ducting will be lowered to lower levels along Blue Anchor Lane and Sarsfield St.

6.7.2 Archaeological Background

Sarsfield St., Old Quay, Quay St. and Blue Anchor Lane are located within the medieval walled town of Clonmel (*Figs.6-8*). Both extend southwards from O'Connell St. to the Old Quay and Quay St. and the river Suir /Gladstone St. junction to the river Suir. Sarsfield St. was one of the five main medieval streets within the town whilst Blue Anchor Lane is one of a number of narrow streets/lanes which extend perpendicular from the main street (O'Connell St.) to the river and Quays. It derived its name from a tavern, but was formerly known as 'the Shambles Lane'⁴⁰

⁴⁰ M. Henry. Watching Brief Report. Main Drainage Project, Clonmel, Co. Tipperary. 1992. Unpub.

Sarsfield St., formerly known as Boat St. and renamed in 1798 as Duncan St., has undergone changes in the last century, particularly where it meets the Quays. It is located in the southeast quadrant of the medieval town and was a very important street in the medieval period. The medieval town wall and its fortifications extended along, or near to, its southern end, whilst the street formed the western boundary of the grounds of the medieval Franciscan Friary.

Regarding the Quays, according to the terms of Clonmel's charters, the town was to have "*a quay or wharf upon the Suir, to take from each ship coming to load or unload, the maintenance of the Quay, 4d. For every ton imported or exported...*"⁴¹. The medieval Quays may have existed along the north bank of the river Suir, from east of the Old Bridge to the western perimeter of the grounds of the Franciscan Friary, i.e. west of Sarsfield St. The earliest direct reference to the Quays date is 1537⁴². Various maps and suggestions, often at variance, have been put forward as to the medieval layout of the south end of Sarsfield St. and the Old Quay. A map, dating to the late sixteenth or early seventeenth century, denotes a bastion and Water Gate at the south end of the street; whilst another seventeenth map, now lost, denotes a bastion at this location. According to Clarke in an article in the Clonmel Chronicle (1877), using the seventeenth century map, he refers to "*...a heavy quadrangular structure called 'The Bastion' at the end of Boate St. protecting the Watergate. Some two/three large corn stores now occupy the site of the bastion...*"⁴³. Both the historians Burke and Lyons refer to the bastion at the south end of Sarsfield St. Lyons remarks the bastion or "watch tower" defended the entrance to the port and Watergate which he believed had a portcullis "*...defending the water passage into the burgh, through which boats were admitted into the boat pool...*"⁴⁴. Thomas⁴⁵ is of the view the Water Gate was a name for the gate in the riverside wall providing access to the river and did not defend an inner harbour as suggested by Lyons.

By the end of the eighteenth century the town wall and its fortifications were demolished along the Quays to facilitate the building of corn mills and the increased volume of river

⁴¹ Borough Guide to Clonmel, N.D.

⁴² Rev. W. Burke. The History of Clonmel. 1907.

⁴³ *Ibid.*

⁴⁴ P. Lyons. "Norman Antiquities of Clonmel Burgh". Jour Roy Soc Antiq of Irl. 66. 1936.

⁴⁵ A. Thomas. The Walled Towns of Ireland. 1992.

traffic that resulted from the commercial and industrial change in the eighteenth century. The waste areas along the Quays and Quay St., which were in the seventeenth century an evil smelling slobland, where the town sewer – an open one - was carried into the river at this location, were occupied by a cotton factory and corn stores in the latter half of the eighteenth century⁴⁶.

During the Clonmel Main Drainage Scheme (Contract No. 1)⁴⁷ extensive pipe laying occurred along the Quays and all of Sarsfield St. Sections of walling, which were possibly medieval, were uncovered along and across pipeline trenches at the junction of Sarsfield St. and The Quays. However very limited archaeological excavation was undertaken in the area of these walls to establish their extent or accurate provenance.

A short stretch of works, 30m long, was undertaken along the northern end of Sarsfield St. as part of the 2004 Broadband Cable Network (Licence No. 03E1613). Trenching was sited along the western edge of the street. A noticeable feature of Sarsfield St. was the very sterile and clean nature of the deposits beneath the road build-up. The trench had an average width of 600mm and extended to *circa* 600mm deep. On the street the remains of a wall was uncovered. It extended in a north-south direction across the trench for 200mm and had a width of 580mm. Only the top course was exposed which comprised medium angular and sub-angular limestone and sandstone blocks. These were bonded with a compact lime based mortar.

Licensed archaeological works were undertaken at Old Quay/Quay St./Sarsfield St. junction as part of River Suir Flood Alleviation Scheme (Clonmel North and East). The site of a pumping station was investigated (Licence No. 10E0514). The excavation at the Old Quay identified relatively sterile riverine gravels and silts at lower levels and the remains of foundation or cellar walls at the upper levels. Analysis of earlier OS maps denotes buildings at the location of the pump station between the Old Quay and Quay St. The archaeological excavation indicated the remains were associated with the building denoted on the OS maps⁴⁸.

⁴⁶ Rev. W. Burke. The History of Clonmel. 1907.

⁴⁷ M. Henry. Watching Brief Report. Main Drainage Project, Clonmel, Co. Tipperary. 1992. Unpub.

⁴⁸ D. Bayley. Old Quay/Quay St., Clonmel, Co. Tipperary. Excavation s Bulletin. 2011.

6.7.3 Impact Assessment

The works will be extensive along Sarsfield St., terminating at The Quays and will entail widening and resurfacing of the footpaths in natural sandstone paving. New trees will be planted in place of existing ones. The watermain will be renewed and the Eir cabling and ducting will be lowered. An existing combined sewer will be diverted away from proposed kerb lines. Blue Anchor Lane will be resurfaced in sandstone paving incorporating ground level lighting whilst the watermain will be upgraded along the existing route and also on a short section on Quay St. and Blue Anchor Lane. Eir ducting will be reduced to lower levels along both Blue Anchor Lane and Sarsfield St. The most likely area of archaeological impact will be at the south end of Sarsfield St., the location of the Water Gate and bastion.

6.8 Gladstone St. (Drg. Nos. 2089.1.04, 2089.1.06 & 2089.1.08)

6.8.1 Scope of Works

The section of Gladstone St. from the Main guard to its junction with Market St. (Drg. Nos. 2089.1.04 & 2089.1.06) will have traffic lanes reduced from two to one. Parking bays will have tarmac with red chipping treatment to highlight parking locations. Footpaths are to be widened, resurfaced in natural stone finish and a 'plaza' area/effect provided at the junction with the pedestrian linkage to Mary St. car-park. New trees will be planted in place of the existing ones, set back from the kerb line and new planter boxes installed. New public lighting will be installed. Seating and benches will be installed if required.

The section of Gladstone St. from Market St. to the Kickham St. junction (Drg. No. 2089.1.08) will have traffic lanes reduced from two to one. Footpaths are to be widened and resurfaced in natural stone finish. New trees will be planted in place of the existing ones, set back from the kerb line.

There will be extensive ducting along Gladstone St., including the proposed diverted underground electric cable and ducting, lowering of electric and Eir cabling to lower levels, the upgrading of the watermain along the existing route.

6.8.2 Archaeological Background

Gladstone St. is one of the main thoroughfares leading out of the town centre; and during the medieval period was the second most prominent street, leading to the North Gate on the north circuit of the town wall (*Figs.6-8*). The original name for the street was Lough St., which was first mentioned in a deed in 1532⁴⁹. There were references to an open drain extending down the middle of the street during the medieval period⁵⁰. The fortified gate at the northern end of Gladstone St. was first referred to in 1591, when it was then known as Lough Gate.

⁴⁹ J. Bradley. *The Medieval Towns of Tipperary*. W. Nolan & T. Mc Grath (eds.). Tipperary History and Society. 1985.

⁵⁰ E. Shee & S. J. Watson. *Clonmel: An Archtiectural Guide*. 1975.

According to Burke the gate stood “...where it narrows at the north end, being called “Lough Gate” and after the Cromwellian assault “Breech Gate”...⁵¹.

The exact location of the North Gate is problematic. Burke clearly suggests, as noted above, it was where Gladstone St. narrows, i.e. at the junction with Kickham St. and just south of the eastern end of Morton St. An examination of nineteenth century maps from Clonmel would suggest such was the case. Chaloner’s 1815 map (*Fig.4*) and Leahy’s 1832 map (*Fig.6*) clearly marks the town wall on the south side of Morton St., just to the south of the properties fronting the south side of Morton St. Where Gladstone St. (Johnson St. on Chaloner’s & Leahy’s map) is shown as narrowing on both maps would appear to be the location of the North Gate. However, the view as purported by Lyons in 1936 and subsequently in 1975 by Shee and Watson (*Fig.7*) is that the pre-1650 town wall and the North Gate were probably situated at the Upper Gladstone St./William St./Catherine St. junction.

It therefore cannot be discounted that both the Catherine St. and Kickham St. junctions on Upper Gladstone St. and Gladstone St. were both the site of fortified gates and on the alignment of the wall at different times; with Catherine St. pertaining to the medieval period, whilst a retrenchment in the 17th century saw a re-alignment to the south of Morton St. Furthermore, changing the name of the North Gate from Lough Gate to Breech Gate strongly suggests this is the area where Cromwell punctured the town’s defences.

Further to the town wall and North Gate located in the vicinity of the northern end of Gladstone St., there are other archaeological considerations. Located at the southern end, i.e. the Sarsfield St./O’Connell St. junction, was the site of the medieval market place and location of the market cross. The uncovering of earlier medieval/post medieval street surfaces and other archaeological deposits cannot be ruled out. Thirdly, structures such as earlier medieval buildings, could also be uncovered as the street line may have altered and possibly widened somewhat over the previous centuries.

Trenching for the 2004 Broadband Cable Network (Licence No. 03E1613) extended along the southern half of Gladstone St., for a length of 155m.⁵² Works were located in a 500mm

⁵¹ Rev. W. Burke. History of Clonmel. 1907.

wide trench, which extended along the west side of the street, close to the footpath. Road cover and build-up dominated the upper 400-450mm of trenching. Beneath the road, extending to the base of the trench was a light to mid brown, very silty, slightly sandy clay. Contained within this layer were frequent pebbles and rare small stones.

A possible vaulted cellar was uncovered outside the premises known as Birthday's Shop. It comprised medium flat and angular sandstone slabs and had a width of 3m (N/S) and extended across the trench in an east-west direction. It was exposed to depth of 500mm and was disturbed on the top by a gas line.

Further north along Gladstone Street, 4.3m north of the commercial premises known as Paco, a limestone built culvert, at least 1m deep and 1.2m wide, was uncovered, extending north/south, towards the river. Directly outside McDonalds Restaurant the upper course of a tunnel or cellar was uncovered extending perpendicular to the trench. It consisted a line of single squared stones running lengthways along the feature with mortared sandstone slabs lying to either side. None of the lower course stones were uncovered and recorded as it was decided to keep the trench depth to a minimum to prevent disturbing the archaeology. The feature was left *in situ*.

6.8.3 Impact Assessment

The works will be extensive along Gladstone St., commencing at the O'Connell St. junction and terminating at the Kickham St. junction, an approximate 250m length. Footpaths widths will be increased with the re-alignment of the street. The works will entail resurfacing the footpaths in natural sandstone paving. New trees will be planted in place of the existing ones, set back from the kerb line. New public lighting will be installed. Trenching for ducting will be extensive and will include a renewal of the watermain and diversion of underground electric cable. A prominent medieval street within the walled town, the uncovering of earlier surfaces and structures at the street front cannot be discounted. The site of the North Gate stands close to the Morton St./Kickham St./Gladstone St. junction, where the scheme terminates on Gladstone St. (*Fig.8*).

⁵² M. Henry. Archaeological Monitoring of SERA Broadband, Clonmel, Co. Tipperary. 2003. Unpub.

6.9 Market St. (Drg. Nos. 2089.1.06 & 2089.1.08)

6.9.1 Scope of Works

Market St. will have its footpaths widened and resurfaced with natural stone finish. New trees will also be planted in place of the existing ones, set back from the kerb line. A central area of the carriageway will be raised and paved in a smaller natural stone unit than that being used in the footpaths. This will have the effect of creating a distinct urban square space. Semi mature trees will be planted in this area, providing a physical separation between pedestrian and vehicle movement areas. Proposed parking to be defined by coloured chippings in asphalt with contrasting coloured granite trims.

Trenching for ducting will be extensive including the diversion of overhead cable to underground, proposed diverted Eir, electric, gas and fibre optic cabling and lowering of levels of Eir cables. The existing watermain will be upgraded along existing route.

6.9.2 Archaeological Background

Market St., located within Clonmel town centre, is aligned east/west and links Gladstone St. with Emmet St. It is inside the medieval walled town. According to Rev. Burke, Market St. was a *cul de sac* leading to the town wall, which extended along the west side of Emmet St., in the medieval period. It was formerly known as Moreton St. but subsequent to the capture of Father Kenrachtin in the late sixteenth century it was called Martyr Lane⁵³.

The line of the town wall crosses the east end of Market St. According to Goubet in his 1690 map (*Fig.3*) there is a bastion - an angular and pointed projection, often diamond shaped - at the location where Market St. meets the town wall on Emmet St. This bastion would have served as an extra fortification approximately midway along the east wall. It must be borne in mind Goubet's map may have been an aspirational design – possibly a proposal - and may not reflect the actual fortifications on the ground.

⁵³ Rev. W. Burke. *The History of Clonmel*. 1907.

Archaeological investigations have been undertaken on properties along Market St. One site, at Market St./Constitution Lane (licence No. 95E52), revealed the remains of what may have been a medieval period house floor, dated by locally made 13th/14th century pottery. The remaining stratigraphy was, predominantly, post-medieval⁵⁴. Archaeological investigations (95E125) at No. 17 Market St., which fronts the south side of the street, revealed high levels of disturbance in recent times, thus resulting in the non-survival of medieval archaeological remains⁵⁵.

Trenching for the 2004 Broadband Cable Network (Licence No. 03E1613) extended along Market St. for a length of 110m. Works were located on the south side of the carriageway, in a trench 650mm wide and *circa* 700mm deep.

At the east end of Market St. levels were kept to 400-420mm below ground level in the area of the projected alignment of the eastern circuit of the town wall, which extends north/south across the east end of Market St. Road cover and hardcore infill dominated the upper 300mm whilst the lower deposit of this trench comprised a layer of early twentieth century infill. No traces of the town wall were encountered; in fact there was nothing earlier than twentieth century material within the trench at this location.

Elsewhere along the street a number of archaeological features, including stone surfaces and two walls were uncovered in the course of monitoring works. These features were at their latest post-medieval, with some possibly earlier⁵⁶.

Monitoring was undertaken on the upgrade of the Clonmel Drainage Network in 2009 (Ministerial Consent No. C298). The medieval town wall was located at three locations extending across Market St., on the north side of the carriageway, on the south side and at the centre. The wall, aligned north/south, extended across the street, just west of the Emmet St./Market St. junction, occurring *circa* 450-500mm below ground level. Regarding the section of town wall which was located near the centre of the carriageway, a section of another wall abutted the east side of the town wall. It was considered this section of wall was

⁵⁴ I. Bennett (ed.). Excavations Bulletin 1995. 1996.

⁵⁵ M. Henry. Archaeological Test Excavation at No. 17 Market St., Clonmel. 1995. Unpub.

⁵⁶ M. Henry. Archaeological Monitoring of SERA Broadband, Clonmel, Co. Tipperary. 2003. Unpub.

of medieval date and may be part of a fortification (bastion) as suggested on Goubet's map of 1690 (Fig??). Three walls were recorded towards the western end of Market St., all of which were post-medieval⁵⁷.

6.9.3 Impact Assessment

The works will extend along the full length of Market St. and will be extensive. Footpaths widths will be increased and resurfaced with natural materials. New trees will be planted in the centre of the carriageway, towards the western end of the street (Drg. No. 2089.1.06). New public lighting will be installed and there will be extensive trenching for diverted cables, the removal of overhead cables to underground and an upgrade of the watermain. Such works could impact on any surviving archaeological remains on the street, particularly at its east end, the area of the town defences (*Figs.6-8*). These defences extend north/south behind the buildings on the west side of Emmet St., crossing the east end of Market St. as identified in the Clonmel Drainage Network Upgrade works in 2008 and 2009.

⁵⁷ M. Henry. Archaeological Monitoring of the Upgrade of the Clonmel Drainage Network. 2010. Unpub.

6.10 Pedestrian Linkages

6.10.1 Scope of Works

A number of streets and lanes will also be upgraded to a natural stone finish pedestrian linkages. The ground works will be limited for such upgraded linkage areas. The following streets and lanes to be upgraded include the following:

- Mitchell St. (Drg. Nos. 2089.1.04 & 2089.1.05). To remain a pedestrian street. The street will be resurfaced with the removal of kerbs and footpath heights to be altered to achieve level finish. Inclusion of ground level lighting to create attractive pedestrian space. The existing watermain will be upgraded along existing route, proposed diversion of electric cable and lowering of Eir cables to lower levels along existing route.
- Dowd's Lane - North End (Drg. No. 2089.1.05). Reinstate as sandstone paved pedestrian only zone. Contrasting coloured granite trims with strip lighting to provide a visual link to Mitchell St. The existing watermain will be upgraded along the northern end of the existing route.
- Abbey St. (Drg. Nos. 2089.1.05 & 2089.1.12). The northern end of the street will remain a paved pedestrian street. Contrasting coloured granite trims with strip lighting to provide a visual link to Mitchell St. The southern end will be resurfaced in sandstone paving with contrasting coloured granite trims defining vehicle movement areas. The existing watermain will be upgraded along existing route and lowering of Eir cables to lower levels along existing route.
- Bank Lane (Drg. Nos. 2089.1.04 & 2089.1.05). This lane will be surfaced in small unit sandstone paving to provide aesthetic link between Abbey St. and Sarsfield St.
- Hopkin's Lane (Drg. No. 2089.1.03). This lane is located on the north side of O'Connell St. To be resurfaced in sandstone paving with ground level lighting to

improve aesthetics and safety. Proposed electric cabling and ducting to be lowered along existing route.

- Flag Lane (Drg. No. 2089.1.04). This lane is located on the south side of O’Connell St., parallel to Blue Anchor Lane. To be resurfaced in sandstone paving.

6.10.2 Archaeological Background

Mitchell St. is a narrow medieval street within the walled town leading to the East Gate. The East Gate, also called Kilsheelane Gate, stood on the eastern circuit of the town defences (*Figs.6-8*). This section of defences extended from the Emmet St. corner tower, behind the buildings on the west side of Emmet St. and along Dowd’s Lane to the river Suir. This street was formerly known as ‘Sheelane Street’, a memorial probably of the old connection of the town with Kilsheelan as the joint property of Lord Richard De Burgh⁵⁸. The street also has been referred to as Dublin St. The site of the Gate stood at the intersection of Emmet St./Dowd’s Lane/Parnell St. and east end of Mitchell St.

As part of the Clonmel Drainage Network Upgrade works in 2008 and 2009 investigations were undertaken at the site of East Gate. A large rectangular area was opened at the junction of Mitchell St./Emmet St./Dowd’s Lane and the most noticeable fact apparent was the large-scale disturbance associated with drainage works of the last century. No evidence of the town wall or gate *per se* was found at this location; however, a wall was uncovered and considered likely to be of medieval provenance⁵⁹.

Dowd’s Lane, although located outside the walled town’s eastern circuit, sits on the associated extra-mural defensive town wall ditch and extends in a southern direction to the river Suir (*Figs.7-8*). The town wall, which lies *circa* 5m to the west of the western perimeter of the lane (on property owned by Bulmers Cider Manufacturing Plant), extended approximately north/south from the Emmet St. corner tower to the river Suir. The existence

⁵⁸ Rev. W. Burke. *The History of Clonmel*. 1907.

⁵⁹ M. Henry. *Archaeological Monitoring of the Upgrade of the Clonmel Drainage Network*. 2010. Unpub.

of the infilled town ditch was confirmed on the 1992 Clonmel Main Drainage project. It had a width of at least 8m and extended to a depth of 3.1m.

Abbey St. extends parallel to and between Sarsfield St. and Dowd's Lane, extending from Mitchell St. north/south to the river Suir. Formerly known as Warren St., it is within the walled town, with the southern circuit of the wall extending east/west across the southern end of the street (*Figs.6-8*). The street extends through an area of ground owned by the Franciscan Order who came to Clonmel in 1269. The area of land acquired by the Order is now enclosed by Dowd's Lane on the east side, Mitchell St. on the north, Sarsfield St. on the west and the river Suir to the south. Abbey St. extends through the centre of this block of ground, fronted on its east side by the thirteenth century Abbey church. The church was a long, narrow rectangular building with the choir occupying the site of the north aisle of the present church while the nave continued to the west, across Abbey St. It was likely the associated buildings and cloisters were to the south of the church. The claustral buildings were destroyed in Cromwellian times when a fort was built on part of the site⁶⁰.

The line of the town wall crosses the southern end of Abbey St., on an east/west alignment.

Hopkin's Lane, a narrow lane which extends at right angles to the northern side of O'Connell, was formerly known as Dunmore Lane. Its was subsequently changed to its current name, after a Francis Hopkins, Mayor of Clonmel in 1673. Hopkins was a chandler by trade and property owner in the town.

6.10.3 Impact Assessment

The existing watermain will be upgraded along existing route, proposed diversion of electric cable and lowering of Eir cables to lower levels along existing route undertaken on Mitchell St. An important location will be at the Mitchell St./Emmet St./Dowd's Lane, the site of the East Gate (*Figs.6-8*).

⁶⁰ E. Shee & S.J. Watson. *An Architectural Guide to Clonmel*. 1975.

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The main aspect of Dowd's Lane is the extra-mural defensive town ditch. Uncovered during 1992 as part of the Clonmel Main Drainage Scheme to accommodate extensive and deep pipe-laying, the limited works in this project should not impact on the town ditch.

The northern end Abbey St. will remain a paved area whilst its southern end will be resurfaced. The existing watermain will be upgraded along the length of the entire street, whilst the Eir cables, and sections of electric cabling will be reduced to lower levels along existing route. The line of the town wall crosses the southern end of the street, set back from The Quays. Any upgrading works at this location will potentially impact on the town wall.

7. Impact Assessment and Mitigation Measures

The assessment of the archaeological impact of the proposed ground works associated with the proposed Clonmel Urban Design Project has been based on three aspects: a walk-over survey; desk-top study, including a documentary, archival and cartographic search; and an appraisal of previous archaeological investigations/excavation reports.

The findings from these studies suggest the possibility of uncovering archaeological remains within the confines of the ZAP for Clonmel town and in particular within the medieval walled town is realistic. However, a caveat must be put forward: the prediction of where archaeological remains might be revealed is unreliable. Areas of high archaeological expectation such as a main medieval street can reveal little archaeological remains due to the fact they have been destroyed, partially or otherwise, as part of previous road improvement works and laying of services. Laying of previous services, particularly where there was no archaeological presence, has inadvertently damaged/disturbed archaeological remains. Such damaged/disturbed remains may still survive in these trenches. Previously disturbed archaeological deposits/features should be recorded as part of monitoring works as and when revealed.

A number of mitigation measures will be proposed in accordance with the policy of Tipperary County Development Plan (2014-2020) on Archaeology, the recommendations outlined in the Urban Archaeological Survey of South Tipperary (1993) and the Framework and Principles for the Protection of the Archaeological Heritage, Department of Arts, Heritage, Gaeltacht and the Islands (1999).

7.1 Mitigation Measures

The overall required mitigation measures are as follows:

- Works as part of the Clonmel Urban Design Project will require a Ministerial Consent, to be granted by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht pursuant to Section 14 of the National Monuments (Amendment) Acts 2004.

Reason: The Ministerial Consent is required due to the immediate proximity of the project to two National Monuments, namely the medieval town defences and the Main Guard.

- All ground works associated with the project will require archaeological monitoring.

Reason: All of the works will be located within the zone of archaeological potential for the town Clonmel (RMP No. TS083-019). Archaeological monitoring will ensure, should archaeological deposits/features be uncovered, appropriate strategies are adapted and there is expertise in place to consult and liaise the relevant authorities (Department of Culture, Heritage & the Gaeltacht, National Museum of Ireland and Tipperary County Council) regarding mitigation measures during the construction stage. Such mitigation measures may include preservation *in situ*, preservation by record (excavation) and laying of protective membranes to protect archaeological remains.

- A programme of guided archaeological testing in conjunction with engineering site investigative trenching should be implemented. The advance investigative trenching to be undertaken pursuant to the granting of a Ministerial Consent by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht.

It is recommended the following locations are the site of investigative trenches:

- West Gate - Both sides of the West Gate and beneath the Gate.
Reason: To determine the presence of town fortifications including the original remains of the West Gate.

- East End of O'Connell St./North End of Sarsfield St./South End of Gladstone Junction.
Reason: The Market Place was sited along the east end O'Connell St. with the market cross located at the O'Connell St./Gladstone St./Sarsfield St. junction. This cross was removed in the 1700s, although its base survives at the east gable of No. 1 O'Connell St.

- The South End of Wolfe Tone St. (at the Junction with O'Connell St.).
Reason: To determine the presence of the medieval town wall extending along the west side of Wolfe Tone St.

- The South End of Bridge St.
Reason: To determine the presence of the South or Bridge Gate, supposedly located at the south end of Bridge St., at the junction with the Old Bridge and The Quays.

- The South End of Sarsfield St. (at the Junction with The Old Quay).
Reason: To determine the presence bastion and Water Gate at the south end of the Sarsfield St.

- North End of Gladstone St. (at the Junction with Kickham St./Morton St.).
Reason: To determine the presence of North Gate (Lough Gate) at the junction with Morton St./Kickham St.

- East End of Market St. (close to the Junction with Emmet St.).
Reason: To identify the medieval town defences and a location to accommodate trenching for the utilities.

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- South End of Abbey St. (Close to the Junction with The Quays).

Reason: To identify the east/west section of town walling crossing the south end of Abbey St.

All Mitigation Measures are subject to approval by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht.

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20th March 2020.



Pl. 1 Looking West along Lower Irishtown.



Pl. 2 Looking East at West Gate.



Pl. 3 Looking West along O'Connell St.



Pl. 4 Looking North along Wolfe Tone St.



Pl. 5 Looking South along Mary St.



Pl. 6 Looking South along Bridge St.



Pl. 7 Looking South along Sarsfield St.



Pl. 8 Looking South along Blue Anchor Lane.



Pl. 9 Looking South along Gladstone St.



Pl. 10 Looking East along Market St.



Pl. 11 Line of Town Wall at East End of Market St. Beneath Front of Silver Vehicle.



Pl. 12 Looking West along Mitchell St.



Pl. 13 Looking Northwest at Site of East Gate.



Pl. 14 Looking North along Dowd's Lane.



Pl. 15 Looking South along Abbey St.



Pl. 16 Looking South along Hopkin's Lane.