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## **Appendix 16.1**

### Results of Field Inspection – Heritage

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The field inspection was conducted from 26<sup>th</sup> to 28<sup>th</sup> November 2025. Weather conditions included heavy rain and strong winds. The proposed greenway scheme largely follows the route of the former West Clare Railway (CH1) from Kilkee in the west to Kilrush in the east. Overall, the proposed project route is predominantly characterised by rough pasture fields and marginal lands situated adjacent to the Shannon estuary mudflats. Heritage receptors are widely present across the study environment.

A number of areas were inaccessible at the time of the field inspection at the request of landowners.

#### Dough Townland

The proposed route starts at the eastern end of Percy French Estate, in the eastern limits of the town of Kilkee and the townland of Dough. Percy French Estate comprises a tarmac street of modern housing situated along the line of the former railway. BH11 is situated at the western end of Percy French Estate, c. 200m west of the proposed project. It comprises a former station building and the terminus of the former West Clare Railway (CH1). It has now been converted into residential use (Plate 16.4).

Travelling east from Percy French Estate, there is a long linear area of rough pasture which travels to the east-southeast and represents the route of the former WCR (CH1). A wide railway cut is clearly visible comprising two parallel linear hedgerows and flatter topography to neighbouring fields (Plate 16.5). At the end of this c. 645m stretch of rough pasture, the proposed scheme reaches the L6048 local road, formerly the site of a level crossing (CH1.1). The level crossing keeper's cottage shown on the 1898 OS map survives intact with a modern extension to the north (CH1.1, Plate 16.6).

Upon crossing the L6048 local road, the proposed scheme runs towards the east-southeast through the former railway, for a distance of c. 250m before reaching TB1. There was no evidence of the milepost (CH1.2). A small bridge was present in this area within the proposed scheme, crossing the former railway line (CH1) which survives as a shallow ditch (Plate 16.7). CH3, a ruinous vernacular structure, is situated c. 29m south of both that bridge and the proposed scheme (Plate 16.7). TB1 survives as a narrow and deep canalised stream, which has been impacted previously by the former railway (Plate 16.8).

#### Lisdeen Townland

Upon crossing TB1 and entering into Lisdeen townland, the proposed scheme continues east-southeast within the former railway for a distance of c. 460m. It then reaches the L60481 local road and former level crossing (CH1.3). The former railway survives as a low linear bank in this area (Plate 16.9). At CH1.3, the level crossing keeper's cottage shown on the 1898 OS map survives as a derelict structure situated immediately adjacent to the former railway (CH1) which survives as a linear depression in this area (Plate 16.10). The proposed scheme briefly leaves the route of the former railway in order to avoid the derelict property. Elsewhere, c. 50m north of the proposed scheme, the vernacular house (CH4) depicted on the 1842 OS map was not apparent. The modern farmyard at the site likely subsumed or replaced the vernacular structure. A further 150m northwest along the L60481, CH5 survives as a ruin, currently in use for agricultural purposes (Plate 16.11).

Upon crossing the L60481 local road, the proposed scheme along the former railway (CH1) for a distance of c. 590m before reaching a local track and the site of a former level crossing (CH1.4). Level crossing (CH1.4) does not bear any upstanding remains. A well (CH6)

depicted on the 1898 OS map within the proposed project boundary was not identified. In this area, a somewhat elevated spur line was seen branching off of the main railway line CH1 for a distance of c. 205m (Plates 16.12 and 16.13). After passing this spur, both the former railway curves slightly to run more towards the east.

After passing level crossing CH1.4 and crossing the local track, the proposed scheme enters another area of rough pasture where the former railway survives as a low linear bank (Plate 16.14). After c. 280m, the proposed scheme reaches a stream. Flagstones and rubble seen around the stream likely represent the remains of a collapsed bridge (CH1.22) which is shown on the 1898 OS map (Plates 16.15 and 16.16). Ringfort-rath (AH1) survives in good condition c. 250m to the north.

Upon crossing the stream, the proposed scheme continues to follow the former railway line for c. 225m, through an area of rough pasture before reaching a former level crossing (CH1.6). No evidence of the mile post (CH1.5) was identified. Vernacular house (CH7), shown on the 1842 and 1898 OS maps, survives in ruins, adjacent to the north-south aligned road (Plate 16.17). Sub-circular aerial anomaly (CH8) identified from the satellite imagery was not visible at ground level. Level crossing (CH1.6) possesses any upstanding remains and the former road survives as an unpaved track.

The proposed scheme enters into an area of rough pasture and follows the route of the former railway for c. 80m before diverging from it. The proposed scheme runs alongside the hedgerow field boundaries of four fields. In the second field, the proposed scheme passes through the zone of notification associated with two ringforts (AH2 and AH3), AH2 does not possess any surface expression. AH3 survives as a circular raised earthen bank on a southeast-facing slope (Plate 16.18). There is evidence of an external ditch and measures c. 25m in diameter. The zones of notification for AH2 and AH3 are identified as a area of archaeological potential (AAP2).

The proposed scheme turns to the south and continues alongside a field boundary consisting of a hedgerow. The proposed scheme then turns eastwards once more and rejoins the route of the former railway (CH1) and enters into an area which was inspected due to lack of access. The proposed scheme continues eastwards along the former railway for c. 220m before crossing TB2, marked by a watercourse previously impacted by the former West Clare Railway, which flows into the Shannon Estuary to the south.

## **Garraun Townland**

After crossing TB2, the proposed scheme continues eastwards for c. 450m along the former railway (CH1). Part of this c. 450m stretch of the proposed scheme passes through the zone of notification for a ringfort (AH4) which, from aerial imagery, appears to have been truncated by the railway line.

At the end of this c. 450m stretch, the proposed scheme reaches the L2016 local road and the former Blackweir Railway Station (CH1.7). CH1.7 comprises not just a former level crossing, but also the site of Blackweir Station; the first station since Kilkee (Plates 16.19); now a modern dwelling incorporating noticeable elements of historic masonry, probably salvaged from Blackweir Railway station. Similarly, holiday apartments to the west of the L2016 road, have incorporated historic fabric likely associated with the Blackweir Station and former railway infrastructure (Plate 16.20). A post-box predating Irish Independence (CH31) was situated adjacent to these apartments but is no longer in use (Plate 16.21). To the south of the station, a quay runs down to an inlet of the Shannon Estuary. Additionally, Blackweir Bridge (BH12) is situated c. 100m to the south (Plate 16.22). A derelict house (CH32; Plate 16.23), marked on the 1842 and 1898 OS maps is present to the immediate west of L2016 road.

As the proposed scheme approaches the L2016 local road, it diverges from the route of the former railway to the northwest, avoiding the properties situated to the west of the road (e.g. CH32). After crossing the road, the proposed scheme again turns northwest, avoiding the former Blackweir Station property (CH1.7) and its grounds. Ringfort (AH6), which is situated c. 51m south of the proposed scheme, does not possess any features visible above ground. To the north, ringfort (AH5) survives c. 250m north of this part of the proposed scheme (Plate 16.24).

The proposed scheme passes through one field of forestry and one field of pasture before crossing the L20161 local road, turning south and passing through another field of pasture (AAP3). At the southern end of this field, the proposed scheme rejoins the route of the former railway and heads eastwards along the coast. The proposed scheme continues to follow the route of the former railway for c. 355m before reaching the former level crossing and keeper's cottage (CH1.8), which remains extant but heavily altered (Plate 16.25).

Two ringfort-raths (AH7 and AH8) are situated c. 173m northeast and c. 206m north of the scheme in this area. AH7 was obscured by dense vegetation (Plate 16.26). AH8 was more defined and visible in the landscape as heavily vegetated circular area within an open field (Plate 16.27).

The proposed scheme passes through a pasture field situated immediately north of that property. Leaving this field, the proposed scheme crosses TB3, the townland boundary between Garraun and Baunmore, which is extant as a hedgerow (Plate 16.28).

### **Baunmore Townland**

After crossing TB3, the proposed scheme follows the western, northern and eastern edges of another pasture field outside the footprint of the former WCR. This area has been designated AAP4, given it is undisturbed greenfield in close proximity to the estuary. Ringfort (AH9) is located c. 56m east of the proposed scheme but does not possess upstanding remains. The proposed scheme turns eastwards and follows the estuarine margin through pastoral lands. It then rejoins the line of the former railway (CH1) in an area which was too densely vegetated to inspect. TB4 (Plate 16.29), which survives as a ditch, a partially preserved drystone wall and a treelined local road (L60802), which have been previously impacted by the former WCR.

To the north of the proposed scheme, Baunmore townland contains a poorly preserved ringfort (AH10), situated c. 250m north of the proposed scheme. A church (AH11) (which bears no surface expression) and Kilnambanorha Graveyard (AH12) are located c. 223m north of the proposed scheme (Plate 16.30). The graveyard can be accessed by following the L60802 local road which represents TB4 before turning westwards onto a track west.

The graveyard (AH12) is well maintained. In the north of the graveyard, there is a large field clearance cairn (Plate 16.31), which may have been partially constructed using plain grave markers. This large clearance cairn may conceal the remains of the church (AH11). A local resident reported that weekly grass strimming is done, and a new track has been built to the receptor from the L60802 local road. Undated photographs of the graveyard (AH12) available online show the state of the graveyard prior to the recent extensive vegetation clearance (<https://kilkee.clareheritage.org/places/kilnambanorha-graveyard-baunmore>).

The graveyard (AH12) is situated within a sub-square tree-lined enclosure surrounded by drystone walling and measuring c. 30m in diameter. This enclosure may represent a previously unrecorded ecclesiastical enclosure. There are entries on the east (gate) and north (stile). The earliest date seen on a grave is 1848, though it is likely it functioned as a burial ground for centuries prior (Plate 16.32). Due to the fact that many of the graves were, protected under dense vegetation, until recent clearance, the preservation of some of the

inscribed graves is excellent. Some of the recumbent graves are propped up on top of smaller clearance stones. A water channel runs through the east side of the cemetery (Plate 16.33). This may be associated with holy well CL056-061003, which is situated c. 50m northwest.

## **Moyasta Townland**

In the townland of Moyasta, the proposed scheme passes briefly through a wooded area and then through four pasture fields where the former railway, to the north of the proposed scheme, bears no obvious surface expression. It then reaches the L6082 local road and former level crossing and keeper's cottage (CH1.9).

The proposed scheme passes through a grass playing field situated to the south of the keeper's cottage (CH1.9). The proposed scheme then turns northwards through another pasture field before rejoining the line of the former railway. The former railway (CH1) continues eastwards for a distance of c. 255m as a linear bank through a landscape characterised by pasture fields (Plate 16.34). The former railway (CH1) is heavily overgrown in parts here. The former railway and proposed scheme then pass through the Shannon mudflats on top of a stone embankment for a distance of c. 100m (Plate 16.35).

After passing the mudflats, the proposed scheme continues to follow the route of the former railway (CH1) as it curves to the northwest through a landscape characterised by pasture fields for a distance of c. 675m. This stretch of the proposed scheme runs just south of CH12, where at least one vernacular structure survives surrounded by modern barns and buildings within a working farm. A vernacular group (CH13) within a modern farmyard is located c. 209m north of the proposed scheme.

A disused railway bridge (CH 1.10) is situated at the end of this c. 675m stretch of the former railway (Plates 16.36 and 16.37). This Railway Bridge crosses the river mouth at Poulmasherry Bay on the Shannon Estuary. From west and east, large stone-built embankments carry the former railway (CH1) up to two stone bridge piers which are connected by an iron and concrete railway bridge deck. On the bridge deck, the former railway line has been converted into a gravel track.

After crossing the bridge, the proposed scheme enters into an area known locally as Moyasta Junction; a placename which takes its origin in the fact that the railway line split off here in three directions (Plate 16.38) to the west towards Kilkee (end of the line), south towards Kilrush (end of the line), and north towards Milltown Malbay, Lahinch, Ennistymon and the rest of the Irish rail network.

The proposed scheme follows the former railway eastwards for c. 310m until reaching the modern N67 road, a realignment of the road shown on historic mapping. A small portion (c. 50m) of the old road has been preserved (CH33), c. 16m north of the proposed scheme and adjacent to the new road (Plate 16.39). To the north of this road, CH14 survives as a complex of two cottages and three outbuildings (Plate 16.40).

Upon reaching the N67, the proposed scheme turns south-southeast and follows the side of the road for c. 210m before curving south-southwest and rejoining the former railway network. Former level crossing (CH1.13) is situated at this junction but it bears no obvious surface expression. This stretch of the railway continues for c. 265m through two fields of pasture.

Overall, Moyasta Junction continues to be defined by its deindustrialised and ex-railway character. Some of this is authentic, with railway infrastructure having been abandoned in-situ since the railway's closure. Other railway features are later additions associated with the 'West Clare Railway' preservation society's museum (BH13), which was open from the mid-

1990s until 2022 (<https://www.irishtimes.com/photography/2025/08/30/in-pictures-the-ghost-trains-of-west-clare/>).

Between disused railway bridge CH1.10 and the N67 road, the scheme passes two short stretches of intact railway tracks and one abandoned train carriage, within an abandoned railway yard (CH1.12; Plates 16.41-3). This figure is down from the ten carriages present at the same place in the MapGenie aerial imagery of 2013-18. One of the stretches of railway was a 1m narrow gauge track (and therefore likely part of the original railway) while another was wider. Two ruined structures (CH17) seen on the 1842 OS map survive within the yard (Plate 16.44). Level crossing (CH1.12), also within the yard, does not bear any surface expression.

To the east of the N67 road, the proposed scheme incorporates all of one grass field as an ancillary area to the main linear scheme. Railway infrastructure (CH1.11) survives along the northern edge of this field; comprising a linear concrete pad area with narrow gauge railway tracks (Plate 16.45). These tracks lead westwards to the former West Clare Railway Museum/former Moyasta Station (BH13), where a group of railway infrastructure features have been preserved (CH1.11; Plates 16.46-49). In addition to railway tracks, engines and carriages, this infrastructure includes a signalling tower, a point lever and a water-cooling system.

A number of cultural heritage receptors are also situated to the south of this museum, alongside the L2036 road. From west to east, these comprise a water pump (CH1.11; Plate 16.50); and a vernacular structure (CH15) (Plate 16.51). The site of vernacular structure CH16 shown on the 1842 OS map appears to have been incorporated into a modern house. A stone-built culvert (CH1.23) was noted under CH1 (Plate 16.52).

### **Carrowncalla North townland**

The proposed scheme crosses TB5 in a coastal area where it survives as an east-west aligned track with hedgerows and slight ditches on both sides, which has been previously impacted by the former railway (Plate 16.53). To the south of TB5, the proposed scheme follows the former railway (CH1) in a southwards and south-southwest-wards direction. The former railway in this area survives as a grassy raised linear bank upon a stone embankment and adjacent to mudflats and marginal reclaimed lands (Plates 16.54).

The most prominent feature in this area is a c. 1.8km long largely drainage feature (CH1.25), contemporary with the former railway (Plates 16.55-6). It is shown on the 1898 OS map, running on the west of and parallel to railway CH1, and was likely constructed as part of the railway construction to prevent flooding of the railway line from the estuary (Plate 16.57). A stone-built bridge (CH37) crosses the drainage channel (Plate 16.58). This bridge carries the L60901 local road which follows TB6, the townland boundary between Carrowncalla North and Carrowncalla South. There is a culvert built into the bridge, to allow the flow of collected water out into the estuary to the south.

Vernacular structure (CH18) survives as a roofless and overgrown stone and mortar vernacular building, which appears to have been repointed (Plate 16.59).

Keepers Cottage and Level Crossing (CH1.15) is present though heavily altered (Plate 16.69). The townland boundary between Carrowncalla North and Carrowncalla South (TB6) survives as a roughly east-west aligned tree-lined road (L60901) with linear banks and ditches on both sides (Plate 16.60).

## **Carrowncalla South Townland**

The proposed scheme continues to follow former railway (CH1) in a southwards direction through Carrowncalla South townland. Only a small portion of the proposed scheme was inspected due to access issues, and much of this was densely overgrown (Plate 16.70). Milepost (CH1.16) was not identified. The proposed scheme diverges from the former railway line for a short distance, avoiding an area where the railway line crossed the Shannon mudflats on top of a raised causeway, the proposed scheme instead runs to the east (Plate 16.71). This area has been designated AAP8, given its proximity to the estuarine margin and that fact it is previously undisturbed.

The no access area was predominantly characterised by good pasture fields and some arable fields, based on analysis of satellite imagery. In places the proposed scheme diverges from former railway (CH1), with the proposed scheme confined to the estuarine margin (AAP9). The no access area contains the following receptors, which were not inspected on foot, CH19, CH1.17, CH20, CH21, CH1.18, CH22, CH1.19, CH23, TB7, CH24.

## **Leadmore West Townland**

The western extent of Leadmore West townland within the proposed scheme was not available for inspection. West is predominantly characterised by fields of good pasture situated a short distance north of the Shannon Estuary and on the western outskirts of the town of Kilrush. The proposed scheme in Leadmore West is largely confined to the former WCR (CH1) (Plates 16.62-3). It runs west-southwest for c. 720m before reaching former level crossing keeper's cottage (CH1.20) and local road L6156.

Three ruinous stone-built structures (CH26) are located within an active dairy farm, c. 30m south of the proposed scheme (Plate 16.64). Vernacular structures (CH25) survive within a modern farmyard. Two historic stone-built barns (CH27) which remain in use for agricultural purposes, are located c. 105m north of the proposed scheme (Plate 16.65).

Former level crossing keeper's cottage (CH1.20) has been recently renovated and extended (Plate 16.66). The level crossing itself does not bear any surface expression. The proposed scheme briefly leaves the route of former railway (CH1) in order avoid this property. It then crosses the L6156 local road and rejoins CH1 immediately north of the Kilrush Wastewater Treatment Plant. The former railway in this area survives as a tarmac track which continues east and east-northeast for c. 560m (Plates 16.67). This road then turns south towards the Kilrush Locks (CH36). This portion of the scheme offers excellent views to Scatterry Island (CL067-024001; Nat. Mon. 10) which is located c. 1.6km south of the proposed scheme (Plate 16.68). Closer to the proposed scheme, both the land-and-seascape in this area are centred on Kilrush Locks (CH36) and the Kilrush Marina (Plates 16.67).

The Old Shanakyle Graveyard (AH27) is situated c. 65m north of the proposed scheme (Plates 16.70-1). Though no upstanding remains were seen of the church (AH26), the graveyard remains in a good state of preservation and contains numerous elaborately inscribed and well-preserved gravestones and mausoleums dated to the mid-19<sup>th</sup> century. Gravestones include depictions of the local saint, St Senan, as well as other figures such as St Patrick and Christ (Plates 16.72-3).

Two structures of cultural heritage merit (CH28 and CH29) are situated within the same field immediately north of the proposed scheme and former railway (CH1). CH29 comprises a ruinous, heavily overgrown cottage and walled courtyard (Plate 16.74). CH30 comprises a concrete structure with a rounded concrete roof, annotated 'Ice House' on the 1898 OS map (Plate 16.75). Ephemeral remains survive of the north-south aligned track also shown on the same map. In the north of the field, by Shanakyle Road, a Famine pot was noted (CH34; Plate 16.76). Redundant record (AH28) is also situated in the same field.

To the northeast of the Kilrush Locks (CH36) and its associated causeway, remains of a possible slipway (CH35) were identified immediately south of former railway (CH1) (Plate 16.77). After passing the northern causeway associated with Kilrush Locks, the former railway (CH1) is situated upon a substantial stone-built embankment situated immediately north of Kilrush Marina (Plate 16.78). A culvert was seen within this stone embankment (Plate 16.79).

After leaving the stone-built embankment, the former railway (CH1) and the proposed scheme head inland, to the north of an industrial quay at Kilrush's docklands. The former railway (CH1) in this area is visible as a linear depression within a heavily overgrown area (Plates 16.80). Within the industrial quay area, immediately south of the former railway and proposed scheme, BH18 survives as a complex of three large historic industrial structures (Plate 16.81). The area remains in use for engineering works, and a large modern cladding structure has been built immediately east of the historic buildings. A short distance to the east, at the structures at CH30 have been renovated (Plate 16.82). Engine House (BH19) survives in a heavily overgrown area (Plate 16.83). The proposed scheme in this area follows the overgrown, deep and wide railway cut (CH1) situated to the south of Shanakyle Road and a grass field and to the north of Merchants Quay (Plates 16.8-5). Level Crossing keeper's cottage (CH1.24) (Plate 16.86) situated at the junction of Shanakyle Road, Merchants Quay and the former railway (CH1), bears a datestone which reads 'Railway Cottage 1892'.

### **Kilrush Townland**

At the junction of Shanakyle Road (L2526) and Merchants Quay (L6528), the proposed scheme crosses Shanakyle Road, which represents TB8, the townland boundary between Leadmore West and Kilrush (Plate 16.87). The proposed scheme then enters into the former railway terminal and associated infrastructure as shown on the 1898 OS map (CH1.21), which is now brownfield, and it also where the proposed scheme terminates (Plates 16.88). The former Kilrush Railway Station (BH20) is situated in the west of this field; it survives as a recently renovated house, just outside of the proposed scheme (Plate 16.89). A stone-built arch (CH1.21) (Plate 16.90) is located at the eastern extent of the CH1.21, which bears a commemorative plaque relating to the West Clare Railway (CH1) (Plate 16.91). A small stretch of the former railway (CH1) survives at the eastern limit of the field, at the junction of Frances Street and Merchants Quay (Plate 16.92). The stretch of railway extends from c. 20m to c. 75m east of the proposed scheme's terminus, while the arch is situated c. 75m east. A historic water pump (CH1.21) has also been preserved in this area (Plate 16.93), but no other historic infrastructure was identified.