

Appendix C – Archaeological Reports

- Archaeological Assessment Report on XC187, XC201, XC209, XC215 & XC219;
- Archaeological Assessment Report on XC212;
- Historic Building Survey at XC219.

DRAFT

Archaeological Assessment
Level Crossings
XC219 Clashnabuttry Co. Cork
XC215 Shinanagh Co. Cork
XC209 Ballyhay Co. Cork
XC201 Thomastown Co. Limerick
XC187 Fantstown Co. Limerick

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SUMMARY

An archaeological impact assessment was undertaken by Valerie J Keeley Ltd, Archaeological Consultancy, on behalf of Roughan O'Donovan/ Iarnród Eireann at five locations, three in Co. Cork and two in Co. Limerick, on the sites of proposed developments associated with the replacement of existing level crossings.

The report comprises a desk-based archaeological assessment of the locations of the proposed developments. This report does not include any site inspection of the proposed development areas.

At XC187 Fantstown the proposed development will have a direct impact on the Industrial Archaeological site (IA1). A Written and Photographic survey of site (IA1) is recommended. Construction stage archaeological monitoring is recommended for XC187 Fantstown. This recommendation is subject to review after the site inspection has taken place.

It is concluded that the proposed development at XC201 Thomastown will have an indirect impact on the known monument LI047-045 (A2), and a direct impact on the Industrial Archaeological site (IA2). A Written and Photographic survey of site (IA2) is recommended. Pre construction test trenching of the proposed development is recommended. Construction stage vegetative screening is recommended to mitigate the indirect impact.

The proposed development at XC209 Ballyhay will have an indirect impact on the known monuments CO008-001001, CO008-001002, CO008-001003 (A4) and CO008-059 (A5), and a direct impact on the Industrial Archaeological site (IA3). A Written and Photographic survey of site (IA3) is recommended. Pre construction test trenching of the proposed development is recommended. Construction stage vegetative screening is recommended to mitigate the indirect impact.

The proposed development at XC215 Shinanagh will have an indirect impact on the known archaeological monuments CO007-12001 and CO007-12002

(A6), and a direct impact on the Industrial Archaeological site (IA4). A Written and Photographic survey of site (IA4) is recommended. Pre construction test trenching of the proposed development is recommended. Construction stage vegetative screening is recommended to mitigate the indirect impact.

At XC219 Clashnabuttry the proposed development will have a direct impact on Industrial Archaeological site (IA5). A Written and Photographic survey of site (IA5) is recommended. Construction stage archaeological monitoring is recommended for XC219 Clashnabuttry. This recommendation is subject to review after the site inspection has taken place.

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1 INTRODUCTION

An archaeological impact assessment was undertaken by Valerie J Keeley Ltd, Archaeological Consultancy, on behalf of Roughan & O'Donovan on the sites of proposed developments associated with the replacement of existing level crossings at XC219 Clashnabuttry, XC215 Shinanagh and XC209 Ballyhay, Co. Cork, and XC201 Thomastown and XC187 Fantstown Co. Limerick. This report comprises a desk-based assessment that discusses the receiving environment from an archaeological perspective and describes the existing baseline data in detail. Proposals are set out for evaluating the nature and extent of potential sub-surface archaeological remains within the proposed site, and mitigating the potential impact of the development.

2 THE PROPOSED DEVELOPMENTS

At XC219 Clashnabuttry (Fig 6) the proposed development site is situated on the western limits of Buttevant, Co. Cork. The development area comprises the existing Dublin-Cork railway, an existing level crossing, a railway station house, an existing local roadway (R522), Bregoge New Bridge, and several fields.

At XC215 Shinanagh (Fig 5) the proposed development site is situated 5km north of Buttevant, Co. Cork and 8km south of Charleville Co. Cork. The development area is situated in the townland of Imphrick Co. Cork and comprises the existing Dublin-Cork railway, an existing level crossing, an existing local roadway and several fields.

At XC209 Ballyhay (Fig 4) the proposed development site is situated 3km SSE of Charleville Co. Cork. The development area comprises the existing Dublin-Cork railway, an existing level crossing, an existing local road, several fields and a building.

At XC201 Thomastown Co. Limerick (Fig 3) the proposed development site is situated 4km NNE of Charleville Co. Cork. The development area comprises the existing Dublin-Cork railway, an existing level crossing, an existing local road and several fields.

At XC187 Fantstown Co. Limerick (Fig 2) the proposed development is situated 2.5km east of Kimallock Co. Limerick. The development area comprises the existing Dublin-Cork railway, an existing level crossing, an existing local road and several fields.

3 STUDY METHODOLOGY

An archaeological desk-based study of existing archaeological records and other potentially relevant literary and cartographic sources was undertaken. This was conducted in conjunction with a site inspection to assess the current condition of previously recorded features, and to record any additional features of interest. A list of all consulted sources is provided in bibliographic form.

3.1 Desk-Based Study

Record of Monuments & Places

The Record of Monuments and Places (RMP) is a list of archaeological sites known to the National Monuments Service with accompanying RMP maps, based on OS 6" Sheets, which indicate the location of each recorded site. The RMP list is based on the Sites and Monuments Record files housed in the National Monuments Service Archive. The Sites and Monuments Record (SMR) consists of lists with accompanying maps and files of all certain or possible archaeological sites mainly dating to before 1700 A.D. for all counties in the State. These lists were in many cases based initially on cartographic, documentary and aerial photographic sources. The SMR (as revised in the light of available fieldwork) form the basis of the statutory Record of Monuments and Places (RMP). The record is updated on a constant basis by the National Monuments Service.

National Museum of Ireland Topographical Files

The National Museum of Ireland Topographical Files are the national archive of all known antiquities by the National Museum. These files relate primarily to artefacts but also include references to monuments and are a unique archive of records of previous excavations. The find-spots of artefacts can also be an important indication of the archaeological potential of the related or surrounding area. The Museum's files present an accurate catalogue of objects reported to that institution since 1928. Records both of these and of material acquired by the Museum before this date are summarised in a computerised database which may be consulted by researchers.

The National Inventory of Architectural Heritage

The National Inventory of Architectural Heritage (NIAH) is a survey commissioned by DoEHLG. The NIAH aims to promote the appreciation of, and contribute to, the protection of the architectural heritage by systematically recording the built heritage on a nation-wide basis. An Introduction to the Architectural Heritage of North County Cork was completed by the NIAH in 2007, and contains entries

for buildings considered to be architectural heritage value. These entries may form the basis for inclusion in the statutory RMP.

County Development Plans

These are made in accordance with the requirements of the Local Government (Planning and Development) Acts (1963-2010) and are an important source for identifying protected structures. The plans set out each Council's policy for the conservation and enhancement of a county's natural and built environment and lists items of special environmental or archaeological interest. The inclusion of archaeological objectives by planning authorities in their statutory development plan provides the basis for such authorities to provide for the protection of the archaeological heritage. They also contain lists of historic buildings and other items for preservation as compiled for the County Council by expert bodies. The Cork County Heritage Plan 2005-2010 and the Cork County Council Development Plan 2009 were consulted for this assessment. The Cork County Council Development Plan includes a Record of Protected Structures (RPS), and designates Architectural Conservation Areas (ACA). The RPS is a list of buildings, which may not be altered or demolished without grant of permission under the Local Government (Planning and Development) Acts, 1963-2010. The Cork County Council Development Plan 2009 states that a Historic Character Assessment of County Cork will be completed, and this will allow for the identification of Archaeological Landscapes which are not as yet identified. The Limerick County Council County Development Plan 2005-2011 and the Limerick County Council Limerick County Development Plan 2010-2016 were also consulted.

Literary Sources

A number of published secondary literary sources were consulted. These are a valuable means of completing the written archaeological and architectural record of an area and gaining insight into the history of the area of the proposed development. The principal sources consulted are listed in the bibliography.

4 THE RECEIVING ENVIRONMENT

4.1 Archaeological Landscape

According to the Cork County Council Development Plan (2009) there are over 1600 known archaeological sites and monuments in County Cork. According to Limerick County Development Plan (2010-2016) there are 1694 known archaeological sites listed in the Record of Protected Structures (RPS). The earliest of these sites date to the Mesolithic period. The earliest evidence of human settlement on the island of Ireland dates from the Mesolithic c.7000-4000BC. The larger Mesolithic archaeological sites such as at Mount Sandel Co. Antrim, Ferriter's Cove, Co. Kerry, and the Céide Fields in north Mayo, have not as yet been identified in Co. Cork and Co. Limerick. Although evidence of Mesolithic activity has been found in Cork and Limerick in smaller sites. Mesolithic flint scatters have been found in Kilcummer Lower, between Fermoy and Mallow, and in Gortore near Fermoy. These sites may represent temporary settlements of the hunter-gatherer Mesolithic societies. A Mesolithic camp site was identified in a cave at Killuragh Co. Limerick (Woodman 1996, 93E175) which is northeast of the development area.

Evidence of settlement and burial during the Neolithic c.4000-2400BC is found throughout Co. Cork and Co. Limerick. Megalithic tombs have been identified in Glantane, Knocknagoun and Inchicurka, and are believed date from this period. These sites have been identified as Wedge Tombs. Wedge tombs are roofed by slabs laid directly on the side-walls, which often have one or more (double or triple) rows of walling. They were originally covered by a cairn (a large mound of stones), evidence of which survives at few sites.

A large number of enclosures are located within the wider study area. The term enclosure is generally used to describe an enclosed area of a variety of shapes and sizes, possessing no diagnostic features which would allow classification within another monument category. These may date to any period from prehistory onwards.

A number of ringfort are located within the wider landscape near Kilmallock, Buttevant and Charleville. Ringforts are one of the most numerous and widely distributed monuments on the Irish landscape. A typical ringfort consists of a circular area with D-shaped or sub-circular examples also occurring. They are usually 20-50m in diameter and can be enclosed by single or multiple ditches, with single or multiple banks of earth, a combination of earth and stone (known as a rath) or a drystone wall (referred to as a cashel). These monuments served as enclosed homesteads, protecting houses, their inhabitants and livestock. Some of the more elaborate ringforts may have served as venues for social gatherings. Research and excavation have dated the majority of ringforts to between c. AD500-1200 (Mitchell & Ryan 1997, 254-261). Many of these sites as have been destroyed above ground and are now evidenced only by cartographic record and/or aerial photography. In instances where the surviving

remains are insufficient to determine whether the monument was originally a rath or cashel, the monument is termed an unclassified ringfort.

The town of Charleville was founded in the Anglo Norman period. It was then named Rathcogan/Rathgoggan after the Anglo Norman founder Miles de Cogan who founded the town after he received a grant of "The Kingdom of Cork" from Henry II in 1177. A number of sites around Charleville and its environs tell us that the area was populated throughout the medieval period. Indeed an enclosure site to the east of the town in Rathgoggan Middle townland (CO 002-060) could represent prehistoric activity while a number of ringforts in Ballysallagh (CO 003-005 & CO003-06) give us evidence for medieval settlement.

During the Elizabethan Munster Plantation the present town founded and renamed "Charleville" under Royal Charter in 1671. Charleville as we know it was founded by Roger, first Earl of Orrery and Lord-President of Munster in the year 1671. He erected a mansion there for his own residence that was burnt by the Irish under the command of the Duke of Berwick, in 1690. However the town has continued to expand and by 1837 Lewis records 4766 inhabitants living there.

After the Local Government Act of 1898 the people of Charleville petitioned the government to have the name of the area changed to Rath Luirc (Luirc's Fort), after Lorc an ancient king of Munster.

The town of Buttevant is identified as a Zone of Archaeological Potential in the Cork County Council Development Plan (2009). Buttevant was founded as an Anglo Norman military outpost in the 12th century. The name "Buttevant" is a corruption of a French word for outpost, and is also used for one of the towers forming Dublin Castle. The Irish name for Buttevant is "Cill na Mallach" which translates as Church of the hills. In 1234 Henry III granted David deBarry a fair at Buttevant. DeBarry also founded a friary at Buttevant.

The townland of Thomastown has 8 known archaeological sites, and is situated roughly midway between Kilmallock and Charleville. The paper survey shows that a high number of recorded monuments fall within this area and it should be considered an area of high archaeological potential. Thomastown is in the parish of Kilbreedy Minor and placename evidence would lead us to believe that a church founded by St. Bridgit once existed in this parish. Lewis's Topographical Directory of Ireland (1837) describes the parish as containing 600 inhabitants, comprising 2087 statute acres of good soil with about one-fifth of it is under tillage, the remainder being meadow or pasture land. To the south of Kilbreedy Minor is the parish of Effin, and to the south of, bordering Thomastown is Effin/ Gortacrank townland where a church (in ruins), well, graveyard and deserted settlement are located (RMP 047- 067 & 047- 068). The oldest headstone located in the graveyard dates 1747 but according to Maurice Lenihan's 'Limerick, Its History and Antiquities', there were several ancient tombstones with Gaelic inscriptions in the graveyard (Lenihan 1884).

Regarding Thomastown, a number of recorded enclosure sites shows the possibility of prehistoric activity in the area (RMP 047-049 & 047-050) while a number of moated sites nearby in Portauns townland (RMO047-051) and Garrynderk North (RMP 047-064) gives us evidence for Anglo- Norman activity outside the estate at Kilmallock. The Ordnance Survey Name Books (1838) records 4 'ancient forts' in Thomastown townland, "*one of which is near the northeast boundary, another in the southeast part of the townland, another in the south part and another in the west*" and the 1st edition Ordnance Survey map also of 1838 reflects this.

Kilmallock (LI 047-022) is an anglicised version of the Irish Cill Mocheallóg which translates as "the Church of Mocheallóg". In the early medieval period (AD400-1000) during the 6th or 7th century a church (LI 047-019001) was established at Kilmallock to the north of the modern town. A castle was built in Kilmallock in the late 12th century. In 1291 the Dominican Priory was founded and the town grew around the priory and the Anglo-Norman castle. This resulted in Kilmallock becoming one of the main urban centres in Ireland in the medieval period. In 1375 the medieval town of Kilmallock was fortified with five towers and a stone wall. Kilmallock was located in a position of some strategic importance, and in consequence the town frequently became a target during times of war. In 1571, the town was burned by the rebel Earl of Desmond during the Desmond Rebellions. In 1648 during the Irish Confederate Wars, the Dominican Priory was attacked and destroyed by a Parliamentary Army under Lord Inchiquin.

The townlands of Clashnabuttry, Shinanagh, Ballyhay, Thomastown and Fantstown are situated on the western slopes of the Ballyhoura Hills, a range of hills located in County Cork and County Limerick. The Ballyhoura Hills Research Project is an ongoing archaeological research project that has used aerial photography and previous complete archaeological surveys, to identify archaeological sites that may date to the late prehistoric period, within the Ballyhoura Hills.

The townland of Clashnabuttry Co. Cork has no known archaeological sites. The townland of Shinanagh Co. Cork has 7 known archaeological sites. The townland of Ballyhay Co. Cork has 3 known archaeological sites.

The townland of Fantstown Co. Limerick has 9 known archaeological sites.

According to the online archaeological excavations database www.excavations.ie no previous archaeological excavations have taken place in Clashnabuttry, Shinanagh, Ballyhay Co. Cork, or in Fantstown or Thomastown Co. Limerick.

The topographical files contain no entries for any of the five townlands affected by the proposed developments.

5 IMPACT ASSESSMENT

At XC187 Fantstown Co. Limerick the proposed development will have a direct impact on the Industrial Archaeological site (IA1) which consists of the existing 19th century railway and level crossing.

At XC201 Thomastown Co. Limerick the development will have an indirect impact on the known monument LI047-045 which is identified in the RMP files as an enclosure of unknown date. The development will also have a direct impact on the Industrial Archaeological site (IA2) which consists of the existing 19th century railway and level crossing.

The proposed development at XC209 Ballyhay will have an indirect impact on the known monuments CO008-001001 (identified as a graveyard in the RMP files), CO008-001002 (identified as a church in the RMP files), CO008-001003 (identified as an effigy in the RMP files) and CO008-059 (identified as a mill in the RMP files). The development will also have a direct impact on the Industrial Archaeological site (IA3), which consists of the existing 19th century railway and level crossing.

The proposed development at XC215 Shinanagh will have an indirect impact on the known archaeological monuments CO007-12001 (identified as a graveyard in the RMP files) and CO007-12002 (identified as a church in the RMP files). The development will have a direct impact on the Industrial Archaeological site (IA4), which consists of the existing 19th century railway and level crossing.

At XC219 Clashnabuttry the proposed development will have a direct impact on Industrial Archaeological site (IA5), which consists of the existing 19th century railway and level crossing.

6 RECOMMENDATIONS & MITIGATION MEASURES

Ideally, ground works should be kept to a minimum to avoid unknown archaeology. Where this is not possible, the following recommendations and mitigation measures are made to fully resolve and record the archaeology in advance of construction.

6.1 Recommendations Prior to Construction

Written and Photographic Survey

A written and photographic survey of Industrial Archaeological Sites IA1-IA5 is recommended. This will ensure any impact by the development on the industrial archeology of the rail line is mitigated.

Pre Construction Test Trenching

Pre Construction Archaeological Test Trenching of the footprint of the proposed development will ensure that any impact on archaeology present is mitigated. This recommendation is made in lieu of archaeological monitoring of groundworks during construction, which has a higher risk of incurring delays to the development.

XC201 Thomastown Co. Limerick

Archaeological test trenching is recommended for XC 201 Thomastown. The proximity of the known enclosure (LI047-045) to the development area presents a high risk of further as yet unknown archaeology being within the development area.

XC209 Ballyhay Co. Cork

Archaeological test trenching is recommended for XC209 Ballyhay. The proximity of Ballyhay church (CO008-001002) and graveyard (CO008-001001) to the development area presents a high risk of further as yet unknown archaeology being within the development area. Unofficial burial grounds called "cillins" or "Children's Burial Grounds" were often located close to consecrated ground. As an earlier church is known to have been situated in the area of the existing Ballyhay church (CO-008-001002) it is prudent to establish through test trenching that no unknown archaeological sites are contained within the development area.

XC215 Shinanagh Co. Cork

Archaeological test trenching is recommended for XC215 Shinanagh. The proximity of the development to Imphrick Church (CO007-120002) and graveyard (CO007-120001) presents a high risk of further as yet unknown archaeology being within the development area. Unofficial burial grounds called "cillins" or "Children's Burial Grounds" were often located close to consecrated ground.

6.2 Recommendations During Construction

Archaeological Monitoring

Archaeological Monitoring of groundworks associated with the development is recommended when the proposed development is located within an area of archaeological potential, but does not have any level of impact on known archaeological sites.

XC187 Fantstown Co. Limerick

Construction stage archaeological monitoring of all ground works is recommended at XC187 Fantstown. The proximity of the development to a known enclosure (LI048-001) and the concentration of other archaeological sites in the vicinity of the development presents a risk of archaeology being discovered during the development works.

XC219 Clashnabuttry Co. Cork

Construction stage archaeological monitoring of all ground works is recommended at XC219 Clashnabuttry. The proximity of the development to a known ringfort (CO016-211) and the concentration of other archaeological sites in the vicinity of the development presents a risk of archaeology being discovered during the development works.

Vegative Screening

Construction stage planting of trees, shrubs or hedges is recommended at XC209 Ballyhay at the southern edge of the development area nearest Ballyhay Church (CO008-001002) and graveyard (CO008-001001). This work is recommended to mitigate the visual impact of the proposed new road on Ballyhay Church (CO008-001002) and graveyard (CO008-001001).

Construction stage planting of trees, shrubs or hedges is recommended at XC215 Shinanagh at the western edge of the development area nearest Imphrick Church (CO007-120002) and graveyard (CO007-120001). This work is recommended to mitigate the visual impact of the proposed new road on Imphrick Church (CO007-120002) and graveyard (CO007-120001).

In the event of archaeology being discovered:

Works in areas where archaeology is identified should be halted until an appropriate level of excavation and recording can be undertaken. This work will be done under licence in accordance with Section 26 of the National Monuments Acts 1930-2004, and with a method statement agreed in advance with the Heritage & Planning Division, Department of the Environment, Heritage & Local Government and the National Museum of Ireland.

- Where archaeology is found to be present, preservation *in situ* will be the preferred option. Strategies for the *in situ* preservation of archaeological remains are considered on a case-by-case basis, in consultation with the Statutory Authority. Preservation *in situ* can be undertaken

through avoidance, if possible, of the confirmed feature during the development process, or preservation through detailed design, e.g. using a raft foundation

- If substantial archaeological deposits are present and cannot be preserved *in situ*, they will be recorded during licensed archaeological excavation in advance of the development and thus preserved by record

RETAINING AN ARCHAEOLOGIST/S an archaeologist/s should be retained for the duration of the relevant earthworks.

THE TIME-SCALE for the construction phase should be made available to the archaeologist, with information on where and when topsoil stripping will take place.

SUFFICIENT NOTICE. It is essential to give sufficient notice to the archaeologist(s) in advance of topsoil stripping (minimum four weeks). This will allow for prompt arrival on site to monitor the soil stripping. As often happens, intervals may occur during the construction phase, in this case, it is also necessary to inform the archaeologist(s) as to when earthworks will recommence.

DISCOVERY OF ARCHAEOLOGICAL MATERIAL. In the event of archaeological features or material being uncovered during the construction phase, it is crucial that the machine work cease in this immediate area to allow the archaeologist(s) to inspect any such material.

ARCHAEOLOGICAL MATERIAL. Once established that archaeologically significant material is present, full archaeological excavation and recording of such would be recommended.

ARCHAEOLOGICAL TEAM. It is also recommended that the core of an archaeological team be on standby to deal with any such rescue excavation. This would be complemented in the event of full excavation.

SECURE SITE OFFICES and facilities should be provided on or near those sites where excavation is required.

FENCING of any such areas would be necessary once discovered and during excavation.

ADEQUATE FUNDS to cover preparatory survey work, excavation, post-excavation work, and any testing or conservation work required should be made available.

SITE OFFICES. No site offices, depots, or storage facilities should be placed on or near any of the selected sites or areas of archaeological potential.

MACHINERY TRAFFIC during construction must be restricted so as to avoid any of the selected sites and their environs.

ACCESS ROADS or haul roads during construction should not encroach on any of the selected sites or areas of archaeological potential and their environs.

SPOIL should not be dumped on any of the selected sites or their environs.

PLEASE NOTE: This report and accompanying recommendations are based on mapping, as supplied by Roughan & O'Donovan Ltd. Should any alteration occur, further assessment would be required.

PLEASE NOTE: Recommendations are subject to approval by The National Monuments Service at the Department of the Environment.

Table 1: Summary of Recommendations & Mitigation Measures for Archaeological, Architectural Heritage and Industrial Archaeological Sites within and in close proximity to the proposed development.

Site Number	RMP Number	Townland	NGR	Site Type	Proximity to Development	Mitigation Measures
IA1	-	Fantstown		Railway & Level Crossing	0m	Written & Photographic Survey
IA2	-	Thomastown		Railway & Level Crossing	0m	Written & Photographic Survey
IA3	-	Ballyhay		Railway & Level Crossing	0m	Written & Photographic Survey
IA4	-	Shinanagh/Imphrick		Railway & Level Crossing	0m	Written & Photographic Survey
IA5	-	Clasnabutry		Railway & Level Crossing	0m	Written & Photographic Survey
A1	LI048-001	Gibbonstown	163898 128467	Enclosure	50m	Construction stage archaeological monitoring
A2	LI047-045	Thomastown	157698 124572	Enclosure	0m	Pre construction test trenching
A3	LI047-046	Thomastown	158011 124685	Mound	50m	Pre construction test trenching
A4	CO008-001001 CO008-001002 CO008-001003	Ballyhay		Graveyard Church Effigy	10m	Pre construction test trenching
A5	CO008-059	Rathmorgan	155428 120044	Corn mill	30m	Pre construction test trenching

Site Number	RMP Number	Townland	NGR	Site Type	Proximity to Development	Mitigation Measures
A6	CO007-120001 CO007-120002	Imphrick	153507 614610	Graveyard Church	20m	Pre construction test trenching
A7	CO007-121	Imphrick	153603 114603	Holy Well	30m	No Specific Mitigation Measure
A8	CO016-211	Bregoge	15289 10976	Ringfort	300m	Construction stage archaeological monitoring

Catalogue of Archaeological Sites

This catalogue details the known archaeological sites in proximity to the proposed five areas of works. It consists of 8 sites; the locations of the sites are indicated on Figures 2-6. The catalogue entries provide information on location, a description, an outline of the potential impact of the development and recommendations towards the mitigation of this impact.

Archaeological Sites Listed in the Record of Monuments and Places

SITE A1	Figure 2
TOWNLAND	Gibbonstown
COUNTY	Limerick
O.S. 6" SHEET/PLAN/TRACE	048
NGR	163898 128467
IDENTIFICATION	Extant
SITE TYPE	Enclosure
R.M.P. NO.	LI048-001
REFERENCE	-
PROXIMITY	50m N of development at XC187
DESCRIPTION	Circular platform.
IMPACT CLASSIFICATION	No impact
SITE A2	Figure 3
TOWNLAND	Thomastown
COUNTY	Limerick
O.S. 6" SHEET/PLAN/TRACE	047
NGR	157698 124572
IDENTIFICATION	Extant
SITE TYPE	Enclosure
R.M.P. NO.	LI047-045
REFERENCE	-

PROXIMITY Possible direct impact of development at XC201
 DESCRIPTION Circular platform, truncated by existing railway line.
 IMPACT CLASSIFICATION Possible direct impact

SITE A3
 TOWNLAND Thomastown
 COUNTY Limerick
 O.S. 6" SHEET/PLAN/TRACE 047
 NGR 158011 124685
 IDENTIFICATION Extant
 SITE TYPE Mound
 R.M.P. NO. LI047-046
 REFERENCE -
 PROXIMITY 50m E of development at XC201
 DESCRIPTION Ovoid platform, possible barrow.
 IMPACT CLASSIFICATION No impact

Figure 3

SITE A4
 TOWNLAND Ballyhay
 COUNTY Cork
 O.S. 6" SHEET/PLAN/TRACE 008
 NGR 155086 119767
 IDENTIFICATION Extant
 SITE TYPE Graveyard
 R.M.P. NO. CO 008-001001
 REFERENCE Grove-White (1905-25), Archaeological Inventory of County Cork Volume 4: North Cork, 2000.
 PROXIMITY 10m SE of development area at XC209
 DESCRIPTION Irregular shaped graveyard enclosed by earthen bank and low stone wall. Ruins of church (CO-008-001002) in centre.
 IMPACT CLASSIFICATION Possible indirect impact

Figure 4

SITE A4	Figure 4
TOWNLAND	Ballyhay
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	155086 119767
IDENTIFICATION	Extant
SITE TYPE	Church
R.M.P. NO.	CO 008-001002
REFERENCE	Grove-White (1905-25), Leask (1960), Archaeological Inventory of County Cork Volume 4: North Cork, 2000.
PROXIMITY	10m SE of development area at XC209
DESCRIPTION	Ruins of rectangular church in centre of graveyard (CO-008-001001). Church comprises nave and chancel with 12 th century door in south wall of nave. Additions and alterations to church in 17 th century. Early 14 th century effigy (CO-008-001003) in inner face of east gable.
IMPACT CLASSIFICATION	Possible indirect impact

SITE A4	Figure 4
TOWNLAND	Ballyhay
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	155102 119771
IDENTIFICATION	Extant
SITE TYPE	Effigy
R.M.P. NO.	CO 008-001003
REFERENCE	Grove-White (1905-25), Archaeological Inventory of County Cork Volume 4: North Cork, 2000.
PROXIMITY	10m SE of development area at XC209
DESCRIPTION	Early 14 th century stone effigy cemented into inner face of east gable wall of medieval Ballyhay church (CO008-

001002), which is in centre of graveyard (CO008-001001).

IMPACT CLASSIFICATION

Possible indirect impact

SITE A5

Figure 4

TOWNLAND

Rathmorgan

COUNTY

Cork

O.S. 6" SHEET/PLAN/TRACE

008

NGR

155428 120044

IDENTIFICATION

Extant

SITE TYPE

Mill- corn

R.M.P. NO.

CO 008-059

REFERENCE

Archaeological Inventory of County Cork Volume 4: North Cork, 2000.

PROXIMITY

200m E of development area at XC209

DESCRIPTION

Rectangular mill (in ruins), 3 walls still standing. Remains of 2 single storey buildings to the NE.

IMPACT CLASSIFICATION

Possible indirect impact

SITE A 6

Figure 5

TOWNLAND

Imphrick

COUNTY

Cork

O.S. 6" SHEET/PLAN/TRACE

007

NGR

153507 614610

IDENTIFICATION

Extant

SITE TYPE

Graveyard

R.M.P. NO.

CO 007-120001

REFERENCE

Grove-White (1905), Archaeological Inventory of County Cork Volume 4: North Cork, 2000.

PROXIMITY

20m west of development area at XC215

DESCRIPTION

Sub rectangular graveyard enclosed by earthen bank near to 18th century Imphrick Church (CO-007-120002).

IMPACT CLASSIFICATION	Indirect impact
SITE A6	Figure 5
TOWNLAND	Imphrick
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	007
NGR	153504 114563
IDENTIFICATION	Extant
SITE TYPE	Church
R.M.P. NO.	CO 007-120002
REFERENCE	Brady (1863), Archaeological Inventory of County Cork Volume 4: North Cork, 2000.
PROXIMITY	20m west of development area at XC215
DESCRIPTION	In NW corner of graveyard (CO-007-120001), ruins of rectangular 18 th century church. A church is listed here in the Papal Taxation of AD1291.
IMPACT CLASSIFICATION	Indirect impact
SITE A7	Figure 5
TOWNLAND	Imphrick
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	007
NGR	153603 114603
IDENTIFICATION	Extant
SITE TYPE	Ritual site-holy well
R.M.P. NO.	CO 007-121
REFERENCE	Archaeological Inventory of County Cork Volume 4: North Cork, 2000.
PROXIMITY	30m E of development area at XC215
DESCRIPTION	Rectangular well partially enclosed and covered by low stone surrounds. Named "Tobernadeecla" (Declan's Well) on 1 st ed map
IMPACT CLASSIFICATION	Possible indirect impact

SITE A 8	Figure 6
TOWNLAND	Bregoge
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	016
NGR	15289 10976
IDENTIFICATION	Extant
SITE TYPE	Ringfort
R.M.P. NO.	CO 016-211
REFERENCE	-
PROXIMITY	300m west of XC219
DESCRIPTION	Ringfort univallate, depression in northern corner. Situated on a gentle NE facing slope, with bank and fosse visible.
IMPACT CLASSIFICATION	No Impact

Catalogue of Industrial Archaeological Sites

This catalogue details the known industrial archaeological sites in proximity to the proposed area of works. It consists of 5 sites; the location of the sites are indicated on Figures 2-6. The catalogue entry provides information on location, a description, an outline of the potential impact of the development and recommendations towards the mitigation of this impact.

SITE IA 1	Figure 2
TOWNLAND	Fantstown
COUNTY	Limerick
O.S. 6" SHEET/PLAN/TRACE	048
NGR	-
IDENTIFICATION	Extant
SITE TYPE	Level crossing, railway, embankment, stone walls and fences.
R.M.P. NO.	-
REFERENCE	Cartographic
PROXIMITY	0m
DESCRIPTION	Level Crossing XC187. A 19 th Century railway and associated level crossing
IMPACT CLASSIFICATION	Direct Impact

SITE IA 2	Figure 3
TOWNLAND	Thomastown
COUNTY	Limerick
O.S. 6" SHEET/PLAN/TRACE	047
NGR	-
IDENTIFICATION	Extant
SITE TYPE	Level crossing, railway, embankment, stone walls and fences.
R.M.P. NO.	-

REFERENCE Cartographic
 PROXIMITY 0m
 DESCRIPTION Level Crossing XC201. A 19th Century railway and associated level crossing
 IMPACT CLASSIFICATION Direct Impact

SITE IA 3
 TOWNLAND Ballyhay
 COUNTY Cork
 O.S. 6" SHEET/PLAN/TRACE 008
 NGR -
 IDENTIFICATION Extant
 SITE TYPE Level crossing, railway, embankment, stone walls and fences.

R.M.P. NO. -
 REFERENCE Cartographic
 PROXIMITY 0m
 DESCRIPTION Level Crossing XC209. A 19th Century railway and associated level crossing
 IMPACT CLASSIFICATION Direct Impact

SITE IA 4
 TOWNLAND Shinanagh / Imphrick
 COUNTY Cork
 O.S. 6" SHEET/PLAN/TRACE 007
 NGR -
 IDENTIFICATION Extant
 SITE TYPE Level crossing, railway, embankment, stone walls and fences.

R.M.P. NO. -
 REFERENCE Cartographic
 PROXIMITY 0m
 DESCRIPTION Level Crossing XC215. A 19th Century railway and associated level crossing

IMPACT CLASSIFICATION	Direct Impact
SITE IA 5	Figure 6
TOWNLAND	Clashnabuttry
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	016
NGR	-
IDENTIFICATION	Extant
SITE TYPE	Level crossing, railway, embankment, stone walls and fences.
R.M.P. NO.	-
REFERENCE	Cartographic
PROXIMITY	0m
DESCRIPTION	Level Crossing XC219. A 19 th Century railway and associated level crossing
IMPACT CLASSIFICATION	Direct Impact

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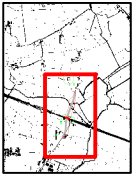
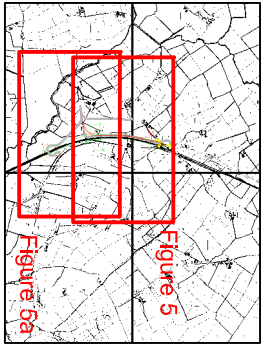
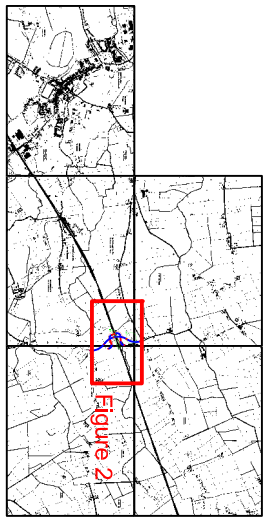
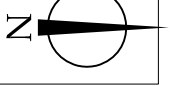
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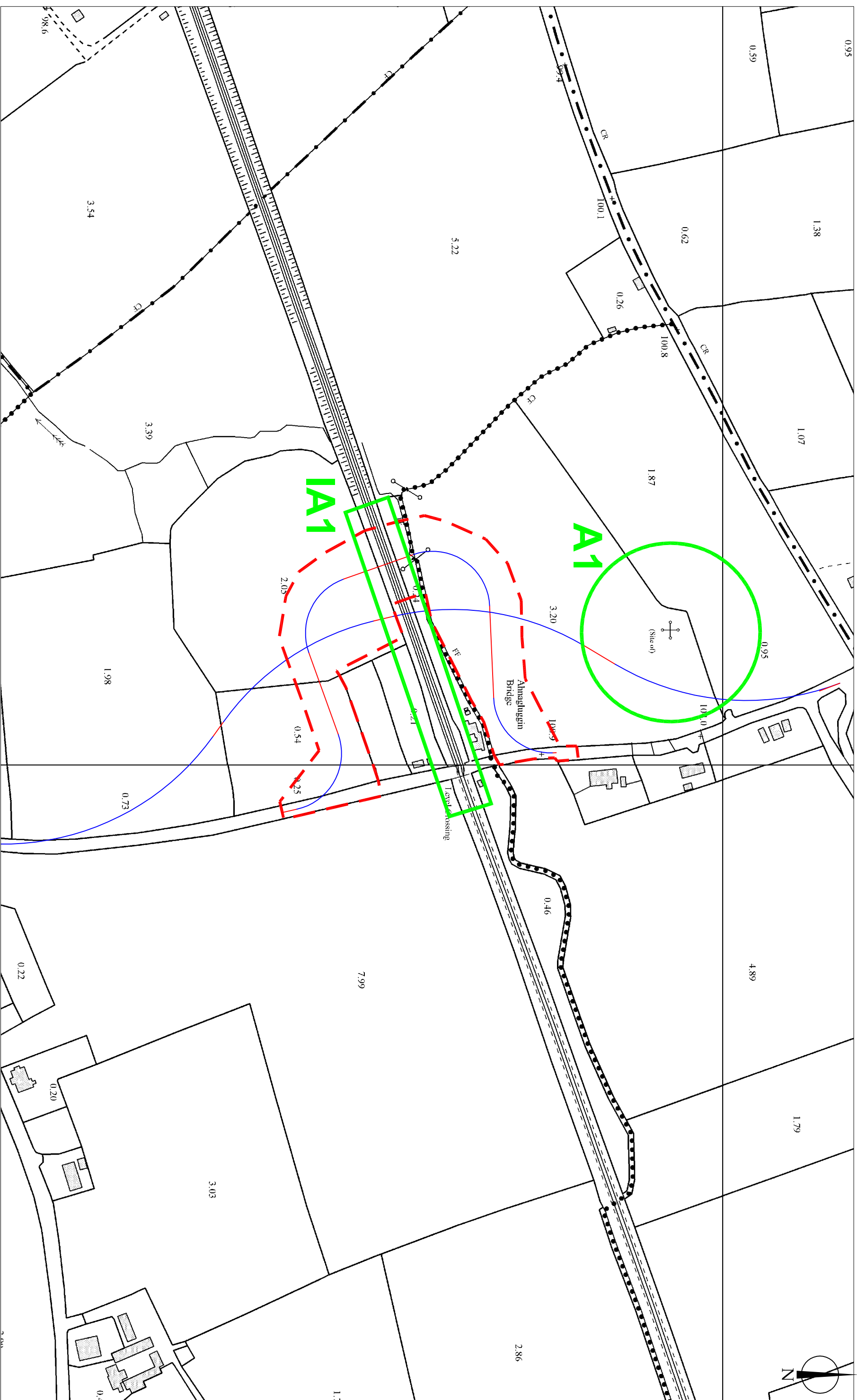
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		Date July 11	Scale N.T.S.	Drawing No. Figure 1	Project Iarnrod Eireann Level Crossing Project

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Title
 Plan of Level Crossing XC187 showing
 Archaeological Sites, Architectural Heritage Sites and Areas of
 Archaeological Potential

Notes

- Archaeological / Industrial Archaeological Site
- Architectural Heritage Site
- Area of Archaeological Potential

Job/Exc No.
 1571-10-100

Completed by
 GW

CAD reference
 Fig1-6/Reports

Client
 Roughan & O'Donovan/Iarnrod Eireann

Date
 July 11

Scale
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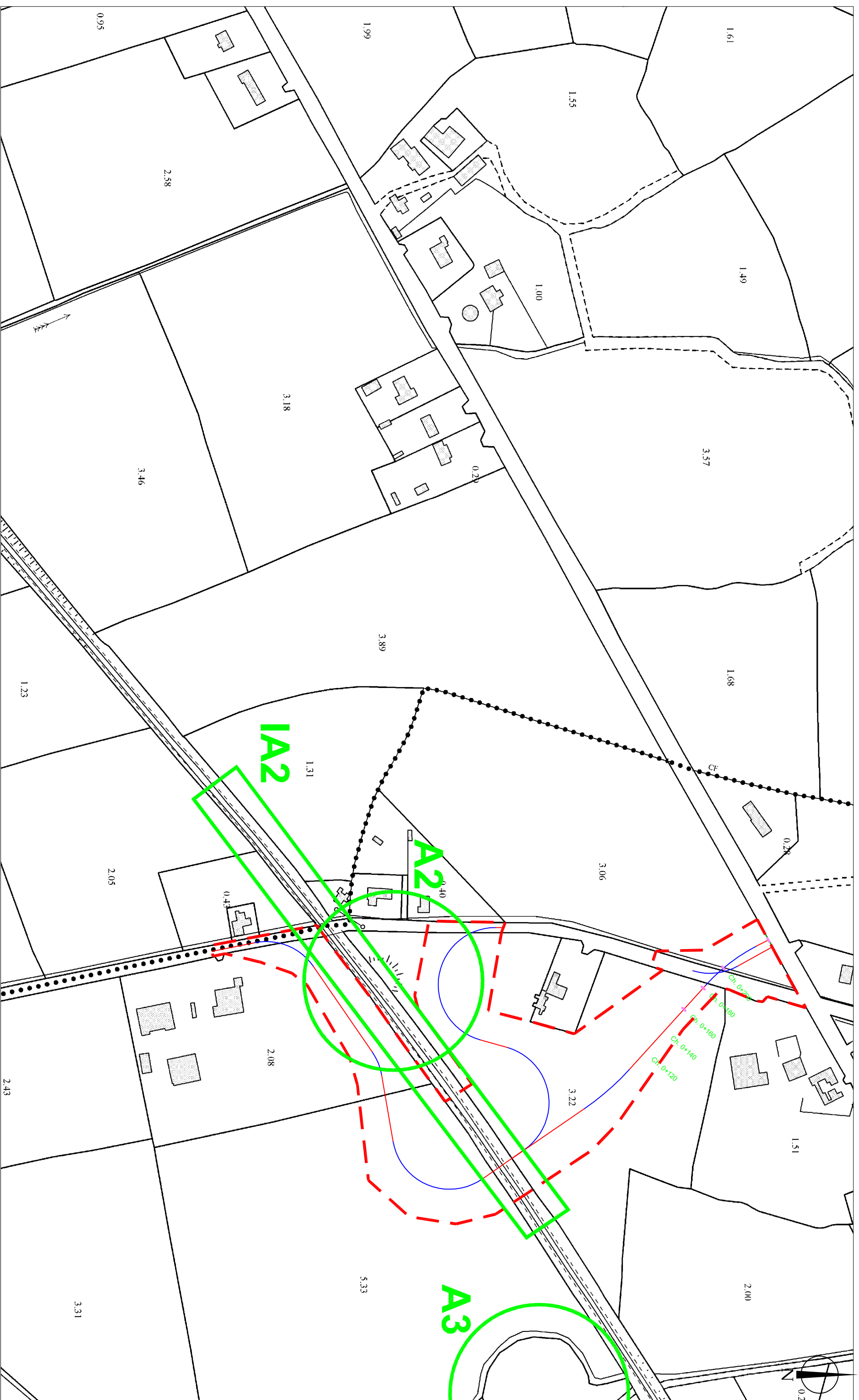
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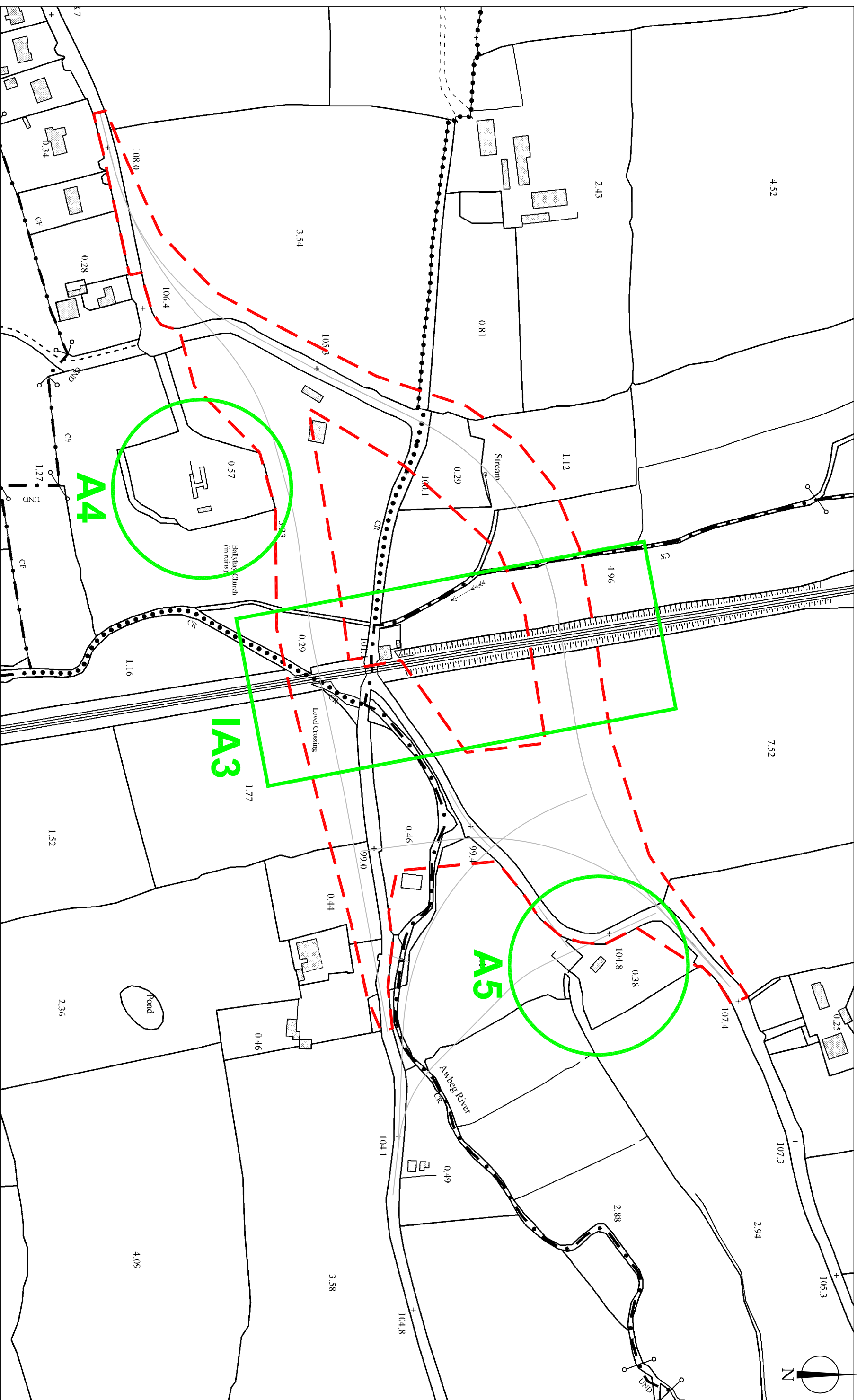


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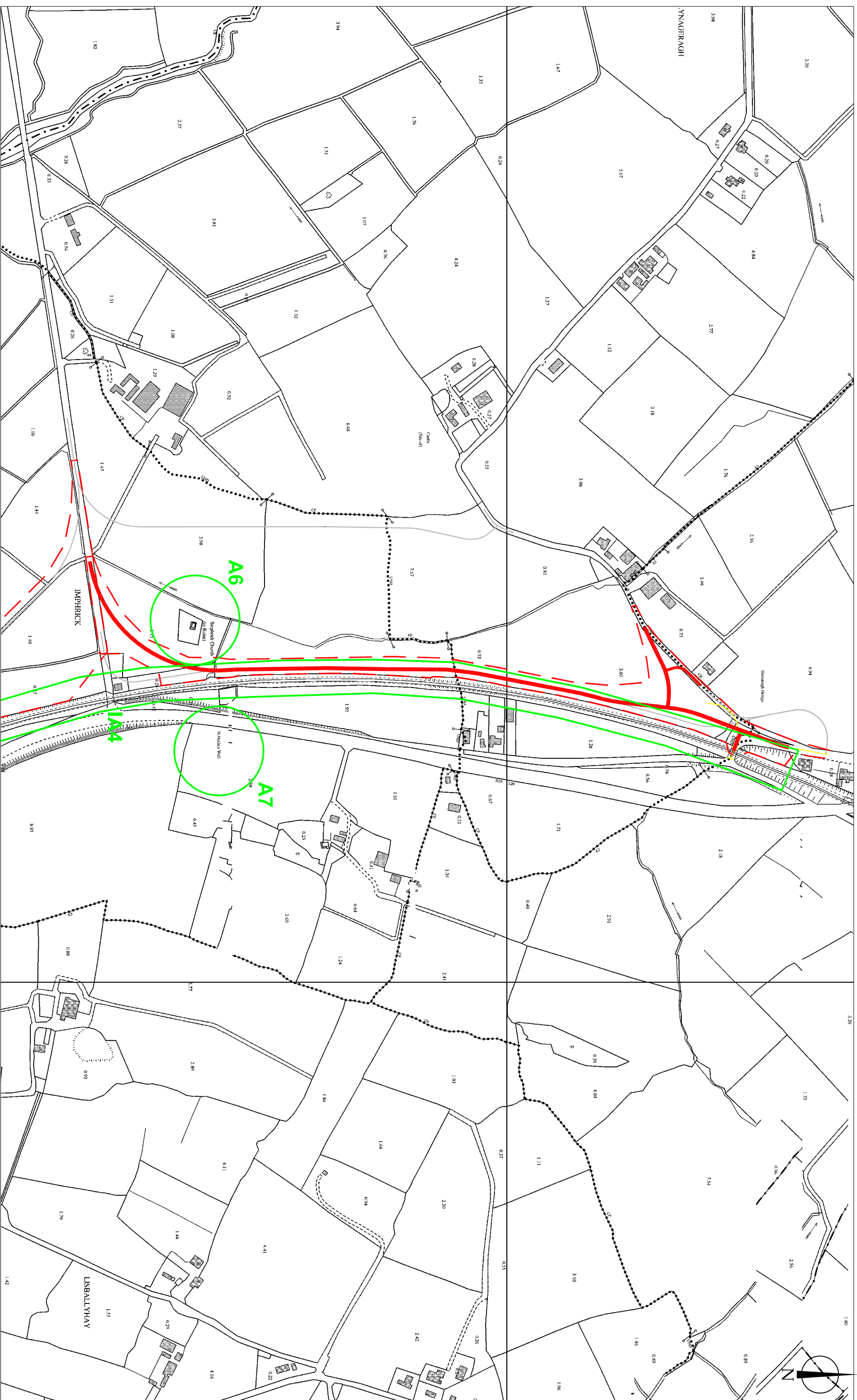
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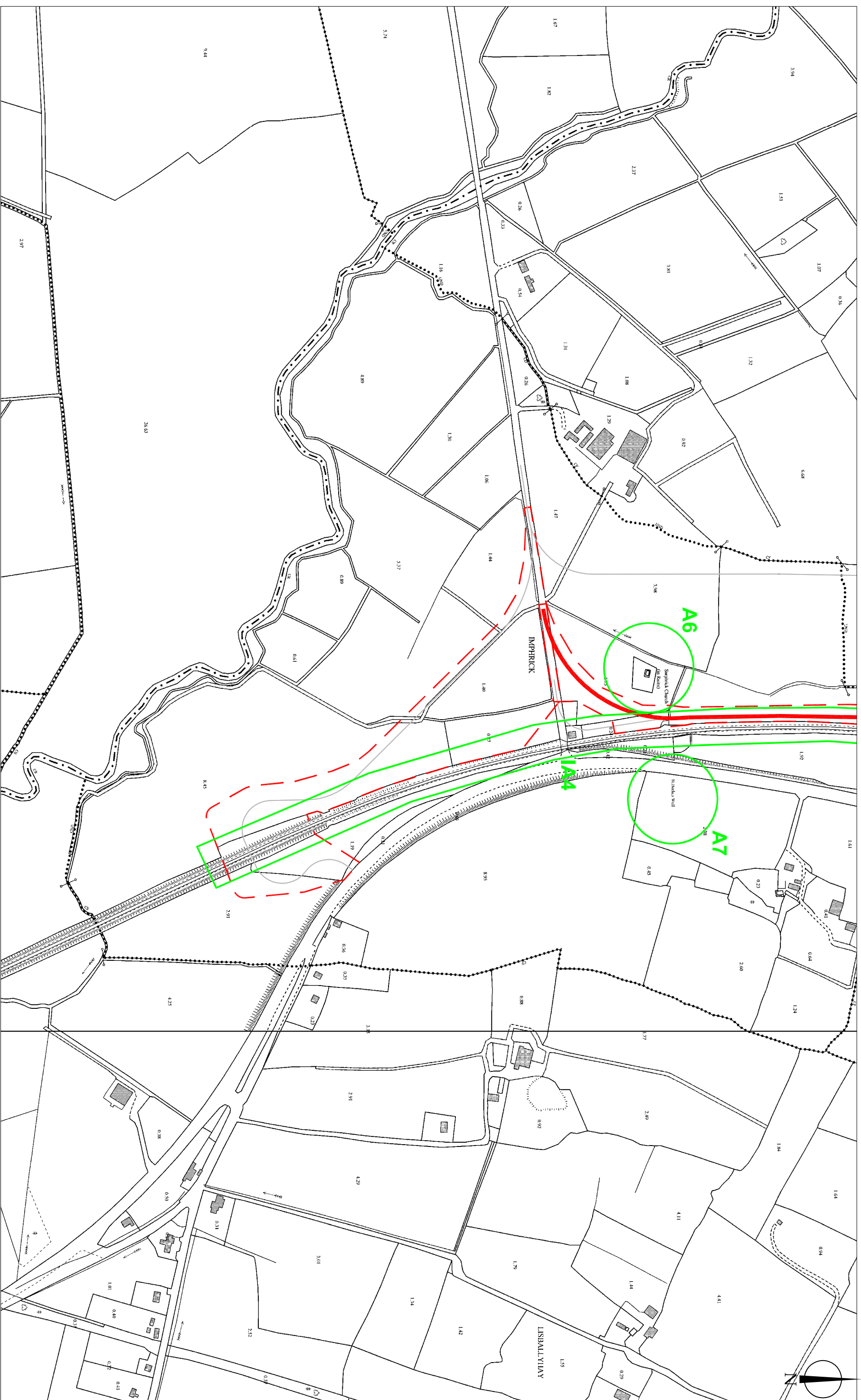
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Archaeological				GW		Project	
Sites, Architectural Heritage Sites and Areas of				1:2500		Iarnrod Eireann Level Crossing Project	
Archaeological Potential				Figure 3		ARCHAEOLOGICAL CONSULTANCY	
				Date			
				July 11		Valerie J. Kealey Ltd. Co. Kilkenny.	
				Scale		Brehon House Kilkenny Road Castlecorner Co. Kilkenny.	
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Title Plan of Level Crossing XC209 showing Archaeological/Industrial Archaeological DRAFT OF XC209 Sites, Architectural Heritage Sites and Areas of Archaeological Potential		Notes Archaeological / Industrial Archaeological Site Architectural Heritage Site Area of Archaeological Potential	
Job/Exc No. 1571-10-100	Completed by GW	CAD reference Fig1-6/Reports	Client Roughan & O'Donovan/Iarnrod Eireann
Date July 11	Scale 1:2500	Drawing No. Figure 4	Project Iarnrod Eireann Level Crossing Project
		Brehon House Kilkenny Road Castlecorner Co. Kilkenny.	
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Title Plan of Level Crossing XC215 North showing Archaeological Sites, Architectural Heritage Sites and Areas of Archaeological Potential		Notes <ul style="list-style-type: none"> ○ Archaeological / Industrial Archaeological Site ○ Architectural Heritage Site ○ Area of Archaeological Potential 	
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Date July 11	Scale 1:5000	Drawing No. Figure 5	Project Iarnrod Eireann Level Crossing Project
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Title
 Plan of Level Crossing XC215 South showing
 Archaeological **DRAFT OF XC215** Archaeological
 Sites, Architectural Heritage Sites and Areas of
 Archaeological Potential

Notes

- Archaeological / Industrial Archaeological Site
- Architectural Heritage Site
- Area of Archaeological Potential

Job/Exc No.
 1571-10-100

Completed by
 GW

CAD reference
 Fig1-6/Reports


Client
 Roughan & O'Donovan/Iarnrod Eireann

Date
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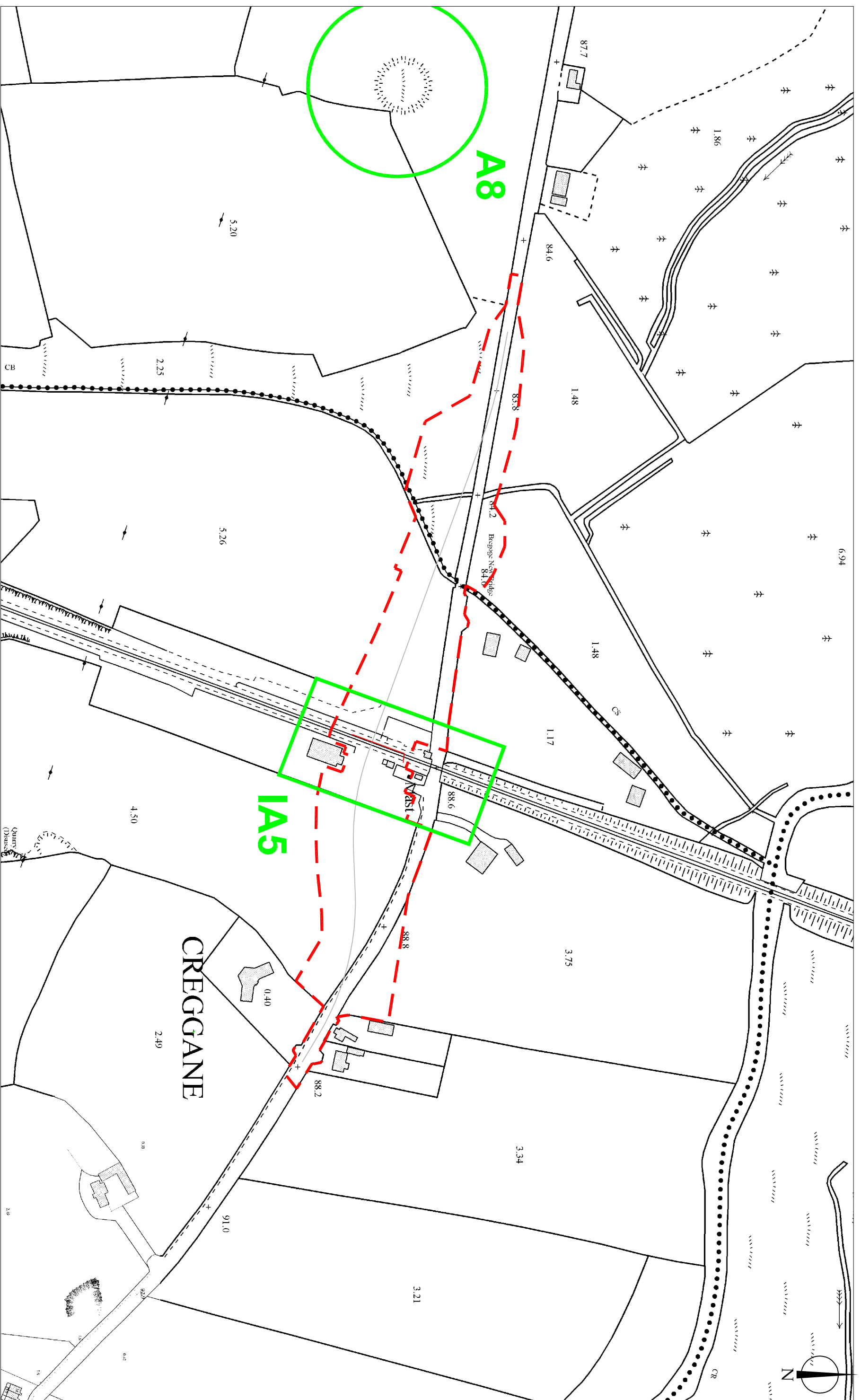
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 Figure 5a

Project
 Iarnrod Eireann Level Crossing Project



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Title
 Plan of Level Crossing XC219 showing
 Archaeological **DRAFT OF XC219** archaeological
 Sites, Architectural Heritage Sites and Areas of
 Archaeological Potential

Notes

- Archaeological / Industrial Archaeological Site
- Architectural Heritage Site
- Area of Archaeological Potential

Job/Exc No.
 1571-10-100

Date
 July 11

Completed by
 GW

Scale
 1:2500

CAD reference
 Fig1-6/Reports

Drawing No.
 Figure 6

Client
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**Archaeological Assessment
XC212 Level Crossing
Ballycoskery
Co. Cork**

Author: Colm Flynn
Job No: 1561-10-100
Client: Roughan & O'Donovan / Iarnród Eireann
Date: October 2010

Valerie J. Keeley Ltd.

SUMMARY

An archaeological impact assessment was undertaken by Valerie J Keeley Ltd, Archaeological Consultancy, on behalf of Roughan O'Donovan/ Iamród Eireann on the proposed site of a road diversion to replace a level crossing, at Ballycoskery, County Cork.

The report comprises a desk-based archaeological assessment and site inspection of the site. It is concluded that the proposed development will have no measurable impact on any known monument.

A pre-construction Written and Photographic Survey of the identified Industrial Archaeological Site (IA1) is recommended.

Pre-construction archaeological test trenching of the footprint of the development area is recommended.

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Figure 1 Site location map of the proposed development area

Figure 2 SMR map showing site location in relation to surrounding monuments

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Plate 1 Field 2 facing west

Plate 2 Field 3 showing AP3

Plate 3 Station House facing east

Plate 4 Field 3 facing east

1 INTRODUCTION

An archaeological impact assessment was undertaken by Valerie J Keeley Ltd, Archaeological Consultancy, on behalf of Roughan & O'Donovan on the proposed site of the replacement of an existing level crossing by the construction of a new road and overbridge at Ballycoskery, Co. Cork. The report comprises a desk-based assessment and site inspection that discusses the receiving environment from an archaeological perspective and describes the existing baseline data in detail. Proposals are set out for evaluating the nature and extent of potential sub-surface archaeological remains within the proposed site, and mitigating the potential impact of the development.

2 THE PROPOSED DEVELOPMENT

The proposed development site is situated on the eastern limits of Ballycoskery village, Co. Cork. The development area comprises a station house, an existing local roadway and several fields. The proposed development will involve the demolition of the station house and the closure of the existing level crossing XC212, and the creation of an overbridge over the existing railline, and associated new link roads, which will connect with the existing local road network.

3 STUDY METHODOLOGY

An archaeological desk-based study of existing archaeological records and other potentially relevant literary and cartographic sources was undertaken. This was conducted in conjunction with a site inspection to assess the current condition of previously recorded features, and to record any additional features of interest. A list of all consulted sources is provided in bibliographic form.

3.1 Desk-Based Study

Record of Monuments & Places

The Record of Monuments and Places (RMP) is a list of archaeological sites known to the National Monuments Service with accompanying RMP maps, based on OS 6" Sheets, which indicate the location of each recorded site. The RMP list is based on the Sites and Monuments Record files housed in the National Monuments Service Archive. The Sites and Monuments Record (SMR) consists of lists with accompanying maps and files of all certain or possible archaeological sites mainly dating to before 1700 A.D. for all counties in the State. These lists were in many cases based initially on cartographic, documentary and aerial photographic sources. The SMR (as revised in the light of available fieldwork) form the basis of the statutory Record of Monuments and Places (RMP). The record is updated on a constant basis by the National Monuments Service.

National Museum of Ireland Topographical Files

The National Museum of Ireland Topographical Files are the national archive of all known antiquities by the National Museum. These files relate primarily to artefacts but also include references to monuments and are a unique archive of records of previous excavations. The find-spots of artefacts can also be an important indication of the archaeological potential of the related or surrounding area. The Museum's files present an accurate catalogue of objects reported to that institution since 1928. Records both of these and of material acquired by the Museum before this date are summarised in a computerised database which may be consulted by researchers.

The National Inventory of Architectural Heritage

The National Inventory of Architectural Heritage (NIAH) is a survey commissioned by DoEHLG. The NIAH aims to promote the appreciation of, and contribute to, the protection of the architectural heritage by systematically recording the built heritage on a nation-wide basis. An Introduction to the Architectural Heritage of North County Cork was completed by the NIAH in 2007, and contains entries for buildings considered to be architectural heritage value. These entries may form the basis for inclusion in the statutory RMP.

County Development Plans

These are made in accordance with the requirements of the Local Government (Planning and Development) Acts (1963-2000) and are an important source for identifying protected structures. The plans set out each Council's policy for the conservation and enhancement of a county's natural and built environment and lists items of special environmental or archaeological interest. The inclusion of archaeological objectives by planning authorities in their statutory development plan provides the basis for such authorities to provide for the protection of the archaeological heritage. They also contain lists of historic buildings and other items for preservation as compiled for the County Council by expert bodies. The Cork County Heritage Plan 2005-2010 and the Cork County Development Plan 2009 were consulted for this assessment. The Cork County Development Plan includes a Record of Protected Structures (RPS), and designates Architectural Conservation Areas (ACA). The RPS is a list of buildings, which may not be altered or demolished without grant of permission under the Local Government (Planning and Development) Acts, 1963-1993.

Literary Sources

A number of published secondary literary sources were consulted. These are a valuable means of completing the written archaeological and architectural record of an area and gaining insight into the history of the area of the proposed development. The principal sources consulted are listed in the bibliography.

3.2 Site Inspection

The site of the proposed development was inspected by walking the ground in which it is to be located. This is essential in determining the potential impact of the proposed development on the receiving environment including existing monuments or buildings. The site inspection also offers the opportunity of observations on the topography, which often leads to the discovery of hitherto unrecorded sites.

4 THE RECEIVING ENVIRONMENT

4.1 Archaeological Landscape

The earliest evidence of human settlement on the island of Ireland dates from the Mesolithic c.7000-4000BC. The larger Mesolithic archaeological sites such as at Mount Sandel Co. Antrim, Ferriter's Cove, Co. Kerry, and the Céide Fields in north Mayo, have not as yet been identified in Co. Cork. Although evidence of Mesolithic activity has been found in Cork in smaller sites. Mesolithic flint scatters have been found in Kilcummer Lower, between Fermoy and Mallow, and in Gortore near Fermoy. These sites may represent temporary settlements of the hunter-gatherer Mesolithic societies.

Evidence of settlement and burial during the Neolithic c.4000-2400BC is found throughout Co. Cork. Megalithic tombs have been identified in Glantane, Knocknagoun and Inchincurka, and are believed date from this period. These sites have been identified as Wedge Tombs. Wedge tombs are roofed by slabs laid directly on the side-walls, which often have one or more (double or triple) rows of walling. They were originally covered by a cairn (a large mound of stones), evidence of which survives at few sites.

A large number of enclosures are located within the wider study area. The term enclosure is generally used to describe an enclosed area of a variety of shapes and sizes, possessing no diagnostic features which would allow classification within another monument category. These may date to any period from prehistory onwards.

A number of ringfort are located within the wider landscape near Ballycoskery. Ringforts are one of the most numerous and widely distributed monuments on the Irish landscape. A typical ringfort consists of a circular area with D-shaped or sub-circular examples also occurring. They are usually 20-50m in diameter and can be enclosed by single or multiple ditches, with single or multiple banks of earth, a combination of earth and stone (known as a rath) or a drystone wall (referred to as a cashel). These monuments served as enclosed homesteads, protecting houses, their inhabitants and livestock. Some of the more elaborate ringforts may have served as venues for social gatherings. Research and excavation have dated the majority of ringforts to between c. AD500-1200 (Mitchell & Ryan 1997, 254-261). Many of these sites as have been destroyed above ground and are now evidenced only by cartographic record and/or aerial photography. In instances where the surviving remains are insufficient to determine whether the monument was originally a rath or cashel, the monument is termed an unclassified ringfort.

The townland of Ballycoskery has 9 known archaeological sites. Four of these sites are believed to be Fulacht Fia. Two of the sites have been identified as ringforts. The three other sites are a moated site, a church, and a vernacular house. Although these archaeological sites have not been scientifically dated, it is likely that Ballycoskery has evidence of human activity from the Bronze Age to the modern period.

Ballycoskery is situated on the western slope of the Ballyhoura Hills, a range of hills located in County Cork and County Limerick. The Ballyhoura Hills Research Project is an ongoing archaeological research project that has used aerial photography and previous complete archaeological surveys, to identify archaeological sites that may date to the late prehistoric period, within the Ballyhoura Hills.

According to the online archaeological excavations database www.excavations.ie one previous archaeological excavation has taken place in Ballycoskery, CO. Cork. This excavation was carried out under archaeological licence 06E1001, and identified nothing of archaeological significance.

The Topographical Files contain no entries for Ballycoskery, CO. Cork.

4.2 Site Inspection

The site inspection took place on Friday 15th October 2010 in dry bright weather conditions. The following field numbers are depicted on figure 2.

Field 1 was a level grass field, which was in use for pasture/silage. An earth embankment topped by a hedgerow formed the northern boundary of Field 1. There was a substantial drop from the existing road level to the ground level in Field 1 (approx 2m in height).

Field 2 was a level grass field, which was in use for pasture. Cattle were present on the day of the site inspection. A known archaeological site (AP3 on figure 2) RMP CO008-035 is situated in the southwest corner of this field, and has been disturbed by the existing railway. A modern wire and post fence forms the northern boundary of Field 2.

Field 3 was a gently undulating grass field, which was in use for pasture/silage. At the northwest corner of field 3 two noticeable rises were identified. These rises were both sub-circular in plan, with slopes to the west. The rises were less pronounced on the east side. A wooden fence forms the western boundary of field 3. A small earth and stone bank topped by a hedgerow forms the northern boundary of field 3.

Station House (IA1) was identified as a two storey rectangular building, of unknown date.

5 IMPACT ASSESSMENT

Following a cartographic and documentary survey, it is concluded that the proposed development will not have an impact on any known monuments.

6 RECOMMENDATIONS & MITIGATION MEASURES

Ideally, ground works should be kept to a minimum to avoid unknown archaeology. Where this is not possible, the following recommendations and mitigation measures are made to fully resolve and record the archaeology in advance of construction.

6.1 Recommendations Prior to Construction

Written and Photographic Survey

A written and photographic survey of Industrial Archaeological Site IA1 is recommended. This will ensure any impact by the development on the industrial archaeology of the rail line is mitigated.

Pre Construction Test Trenching

Pre Construction Archaeological Test Trenching of the footprint of the proposed development will ensure that any impact on archaeology present is mitigated. The presence of the known archaeological moated site CO 008-035 (NGR 15466, 11746) to the south of the development area, indicates the possible presence of outlying archaeology associated with this site. This recommendation is made in lieu of archaeological monitoring of groundworks during construction, which has a higher risk of incurring delays to the development.

Works in areas where archaeology is identified should be halted until an appropriate level of excavation and recording can be undertaken. This work will be done under licence in accordance with Section 26 of the National Monuments Acts 1930-2004, and with a method statement agreed in advance with the Heritage & Planning Division, Department of the Environment, Heritage & Local Government and the National Museum of Ireland.

- Where archaeology is found to be present, preservation *in situ* will be the preferred option. Strategies for the *in situ* preservation of archaeological remains are considered on a case-by-case basis, in consultation with the Statutory Authority. Preservation *in situ* can be undertaken through avoidance, if possible, of the confirmed feature during the development process, or preservation through detailed design, e.g. using a raft foundation
- If substantial archaeological deposits are present and cannot be preserved *in situ*, they will be recorded during licensed archaeological excavation in advance of the development and thus preserved by record

RETAINING AN ARCHAEOLOGIST/S an archaeologist/s should be retained for the duration of the relevant earthworks.

THE TIME-SCALE for the construction phase should be made available to the archaeologist, with information on where and when topsoil stripping will take place.

SUFFICIENT NOTICE. It is essential to give sufficient notice to the archaeologist(s) in advance of topsoil stripping (minimum four weeks). This will allow for prompt arrival on site to monitor the soil stripping. As often happens, intervals may occur during the construction phase, in this case, it is also necessary to inform the archaeologist(s) as to when earthworks will recommence.

DISCOVERY OF ARCHAEOLOGICAL MATERIAL. In the event of archaeological features or material being uncovered during the construction phase, it is crucial that the machine work cease in this immediate area to allow the archaeologist(s) to inspect any such material.

ARCHAEOLOGICAL MATERIAL. Once established that archaeologically significant material is present, full archaeological excavation and recording of such would be recommended.

ARCHAEOLOGICAL TEAM. It is also recommended that the core of an archaeological team be on standby to deal with any such rescue excavation. This would be complemented in the event of full excavation.

SECURE SITE OFFICES and facilities should be provided on or near those sites where excavation is required.

FENCING of any such areas would be necessary once discovered and during excavation.

ADEQUATE FUNDS to cover preparatory survey work, excavation, post-excavation work, and any testing or conservation work required should be made available.

SITE OFFICES. No site offices, depots, or storage facilities should be placed on or near any of the selected sites or areas of archaeological potential.

MACHINERY TRAFFIC during construction must be restricted so as to avoid any of the selected sites and their environs.

ACCESS ROADS or haul roads during construction should not encroach on any of the selected sites or areas of archaeological potential and their environs.

SPOIL should not be dumped on any of the selected sites or their environs.

PLEASE NOTE: This report and accompanying recommendations are based on mapping, as supplied by Roughan & O'Donovan. Should any alteration occur, further assessment would be required.

PLEASE NOTE: Recommendations are subject to approval by The National Monuments Service at the Department of the Environment.

Table 1: Summary of Recommendations & Mitigation Measures for Archaeological, Architectural Heritage and Industrial Archaeological Sites within and in close proximity to the proposed development.

SITE NO.	RMP NO.	TOWNLAND	NGR	SITE TYPE	PROXIMITY TO AREA OF PROPOSED WORKS	RECOMMENDATIONS
AP1	CO008-033	Ballycoskery	15423 11740	Ringfort	c.300m	No specific ameliorative measures
AP2	CO008-034	Ballycoskery	15470 11804	Ringfort	c.200m	No specific ameliorative measures
AP3	CO008-035	Ballycoskery	15466 11746	Moated Site	c.100m	No specific ameliorative measures
AP4	CO008-036	Ballycoskery	15482 11735	Vernacular House	c.300m	No specific ameliorative measures
AP5	CO008-03701	Ballycoskery	15592 11698	Fulacht Fia	c.800m	No specific ameliorative measures
AP6	CO008-03702	Ballycoskery	15595 11698	Fulacht Fia	c.820m	No specific ameliorative measures
AP7	CO008-03703	Ballycoskery	15597 11697	Fulacht Fia	c.840m	No specific ameliorative measures
AP8	CO008-03704	Ballycoskery	15601 11694	Fulacht Fia	c.860m	No specific ameliorative measures
AP9	CO008-069	Ballycoskery	15448 11765	Church	c.150m	No specific ameliorative measures
AH1	-	Ballycoskery	15457 11769	Parochial House	c.100m	No specific ameliorative measures
IA1	-	Ballycoskery	15468 11760	Station House	Direct Impact	Written and Photographic Survey

Catalogue of Archaeological Sites

This catalogue details the known archaeological sites in proximity to the proposed area of works. It consists of 9 sites; The locations of the sites are indicated on Figure 2. The catalogue entries provide information on location, a description, an outline of the potential impact of the development and recommendations towards the mitigation of this impact.

Archaeological Sites Listed in the Record of Monuments and Places

SITE AP 1	Figure 2
TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15423 11740
IDENTIFICATION	Extant
SITE TYPE	Trivallate Ringfort
R.M.P. NO.	CO 008-033
REFERENCE	-
PROXIMITY	450m SW of development area
DESCRIPTION	Trivallate ringfort with earthen enclosing banks and external fosse. Interior of ringfort measures 32m N-S, and 31m E-W. Possible original entrance in the east.
IMPACT CLASSIFICATION	No Impact
SITE AP 2	Figure 2
TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15470 11804

IDENTIFICATION	Extant
SITE TYPE	Ringfort
R.M.P. NO.	CO 008-034
REFERENCE	-
PROXIMITY	200m NW of development area
DESCRIPTION	Univallate ringfort in poor condition. Interior of ringfort measures 39m N-S and 35m E-W. Enclosed by a single earthen bank.
IMPACT CLASSIFICATION	No Impact

SITE AP 3

Figure 2

TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15466 11746
IDENTIFICATION	Extant
SITE TYPE	Moated Site
R.M.P. NO.	CO 008-035
REFERENCE	-
PROXIMITY	100m south of development area
DESCRIPTION	Moated enclosure disturbed on its west side by the railway. Internal bank measures 0.75m height and 2m wide. A wide fosse surrounds the north, east and south.
IMPACT CLASSIFICATION	No Impact

SITE AP 4

Figure 2

TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15482 11735
IDENTIFICATION	Extant
SITE TYPE	Vernacular house
R.M.P. NO.	CO 008-036

REFERENCE -
PROXIMITY 300m south of development
DESCRIPTION 3 bay 1 storey mud walled vernacular house. Glavinised roof. Stone buttresses along front wall.
IMPACT CLASSIFICATION No Impact

SITE AP 5

Figure 2

TOWNLAND Ballycoskery
COUNTY Cork
O.S. 6" SHEET/PLAN/TRACE 008
NGR 15592 11698
IDENTIFICATION Extant
SITE TYPE Fulacht Fia
R.M.P. NO. CO 008-03701
REFERENCE -
PROXIMITY 800m East of development area
DESCRIPTION Depicted only on 3rd ed OS map. Mound is partially levelled and measures 12.5m N-S and 11.8m E-W, 0.4m height.
IMPACT CLASSIFICATION No Impact

SITE AP 6

Figure 2

TOWNLAND Ballycoskery
COUNTY Cork
O.S. 6" SHEET/PLAN/TRACE 008
NGR 15595 11698
IDENTIFICATION Extant
SITE TYPE Fulacht Fia
R.M.P. NO. CO 008-03702
REFERENCE -
PROXIMITY 820m East of development area
DESCRIPTION Depicted only on 3rd ed OS map. Mound is partially levelled and measures 12m N-S and 6.55m E-W, 0.35m

height.
 IMPACT CLASSIFICATION No Impact

SITE AP 7

TOWNLAND Ballycoskery

COUNTY Cork

O.S. 6" SHEET/PLAN/TRACE 008

NGR 15597 11697

IDENTIFICATION Extant

SITE TYPE Fulacht Fia

R.M.P. NO. CO 008-03703

REFERENCE -

PROXIMITY 840m East of development area

DESCRIPTION Depicted only on 3rd ed OS map. Roughly circular in shape. Mound measures 10.8m N-S and 0.4m in height.

IMPACT CLASSIFICATION No Impact

SITE AP 8

TOWNLAND Ballycoskery

COUNTY Cork

O.S. 6" SHEET/PLAN/TRACE 008

NGR 15601 11694

IDENTIFICATION Extant

SITE TYPE Fulacht Fia

R.M.P. NO. CO 008-03704

REFERENCE -

PROXIMITY 860m East of development area

DESCRIPTION Depicted only on 3rd ed OS map. Site not located. In heavily wooded area.

IMPACT CLASSIFICATION No Impact

SITE AP 9

TOWNLAND Ballycoskery

COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15448 11765
IDENTIFICATION	Extant
SITE TYPE	Church
R.M.P. NO.	CO 008-069
REFERENCE	NIAH 20900804
PROXIMITY	150m west of development area
DESCRIPTION	RC Church-AD1831 on west gable
IMPACT CLASSIFICATION	No Impact

Catalogue of Architectural Heritage Sites

This catalogue details the known architectural heritage sites in proximity to the proposed area of works. It consists of 1 site; The location of the site is indicated on Figure 2. The catalogue entry provides information on location, a description, an outline of the potential impact of the development and recommendations towards the mitigation of this impact.

SITE AH 1	Figure 2
TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	15457 11769
IDENTIFICATION	Extant
SITE TYPE	Parochial House
R.M.P. NO.	-
REFERENCE	NIAH 20900805
PROXIMITY	100m west of development area
DESCRIPTION	Parochial house. Detached 3 bay 2 storey former parochial house
IMPACT CLASSIFICATION	No Impact

Catalogue of Industrial Archaeological Sites

This catalogue details the known industrial archaeological sites in proximity to the proposed area of works. It consists of 2 sites; The location of the sites are indicated on Figure 2. The catalogue entry provides information on location, a description, an outline of the potential impact of the development and recommendations towards the mitigation of this impact.

SITE IA 1	Figure 2
TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	154685 117604
IDENTIFICATION	Extant
SITE TYPE	Station House
R.M.P. NO.	-
REFERENCE	-
PROXIMITY	0m
DESCRIPTION	Level Crossing XC212. A possible 19 th Century railway Station House
IMPACT CLASSIFICATION	Direct Impact
SITE IA 2	Figure 2
TOWNLAND	Ballycoskery
COUNTY	Cork
O.S. 6" SHEET/PLAN/TRACE	008
NGR	154824 117925
IDENTIFICATION	Extant
SITE TYPE	Level Crossing
R.M.P. NO.	-
REFERENCE	-
PROXIMITY	0m

DESCRIPTION	Level Crossing XC212. A 19 th Century railway level crossing
IMPACT CLASSIFICATION	Direct Impact

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Plates



Plate 1 Field 2 facing west



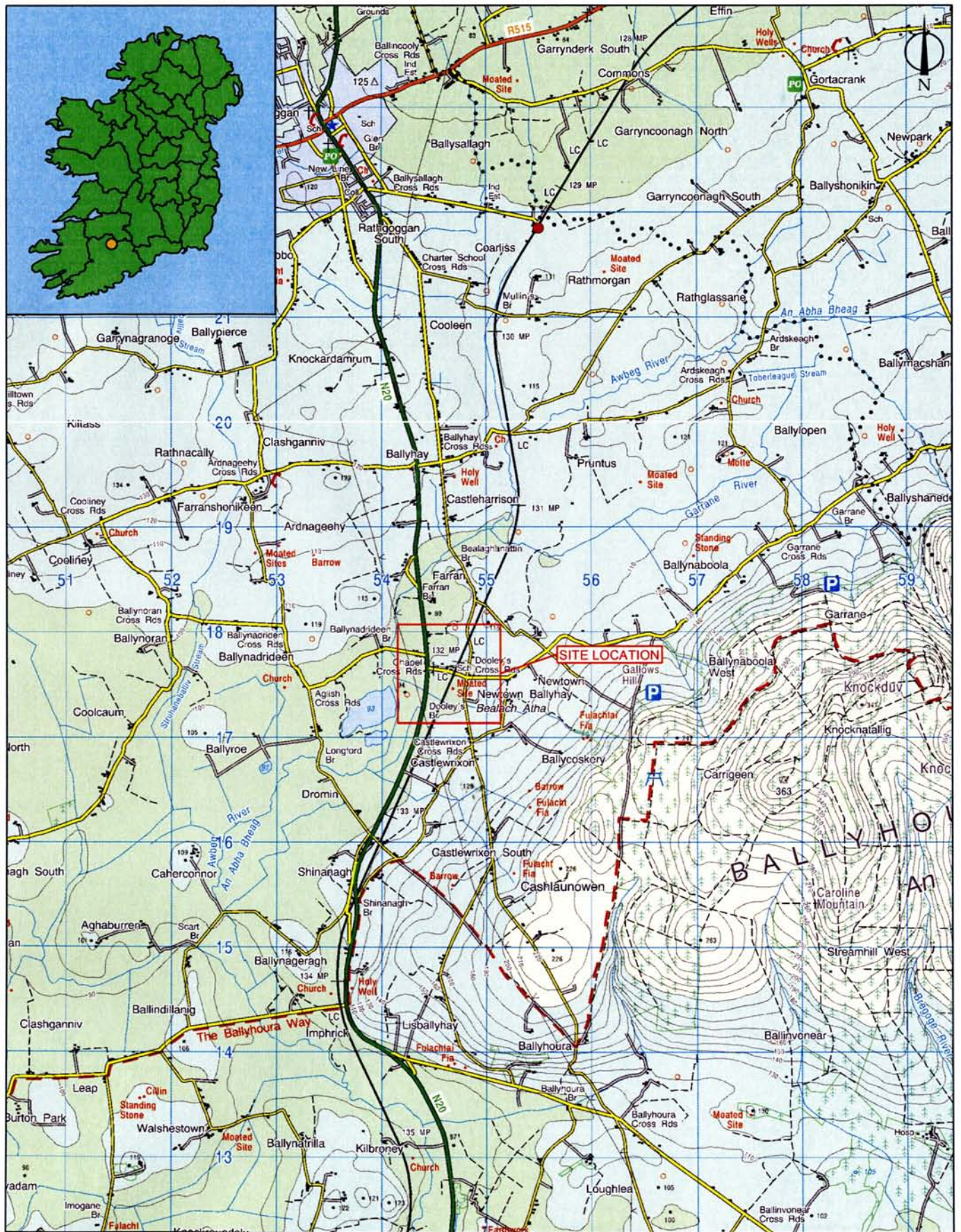
Plate 2 Field 2 showing AP3




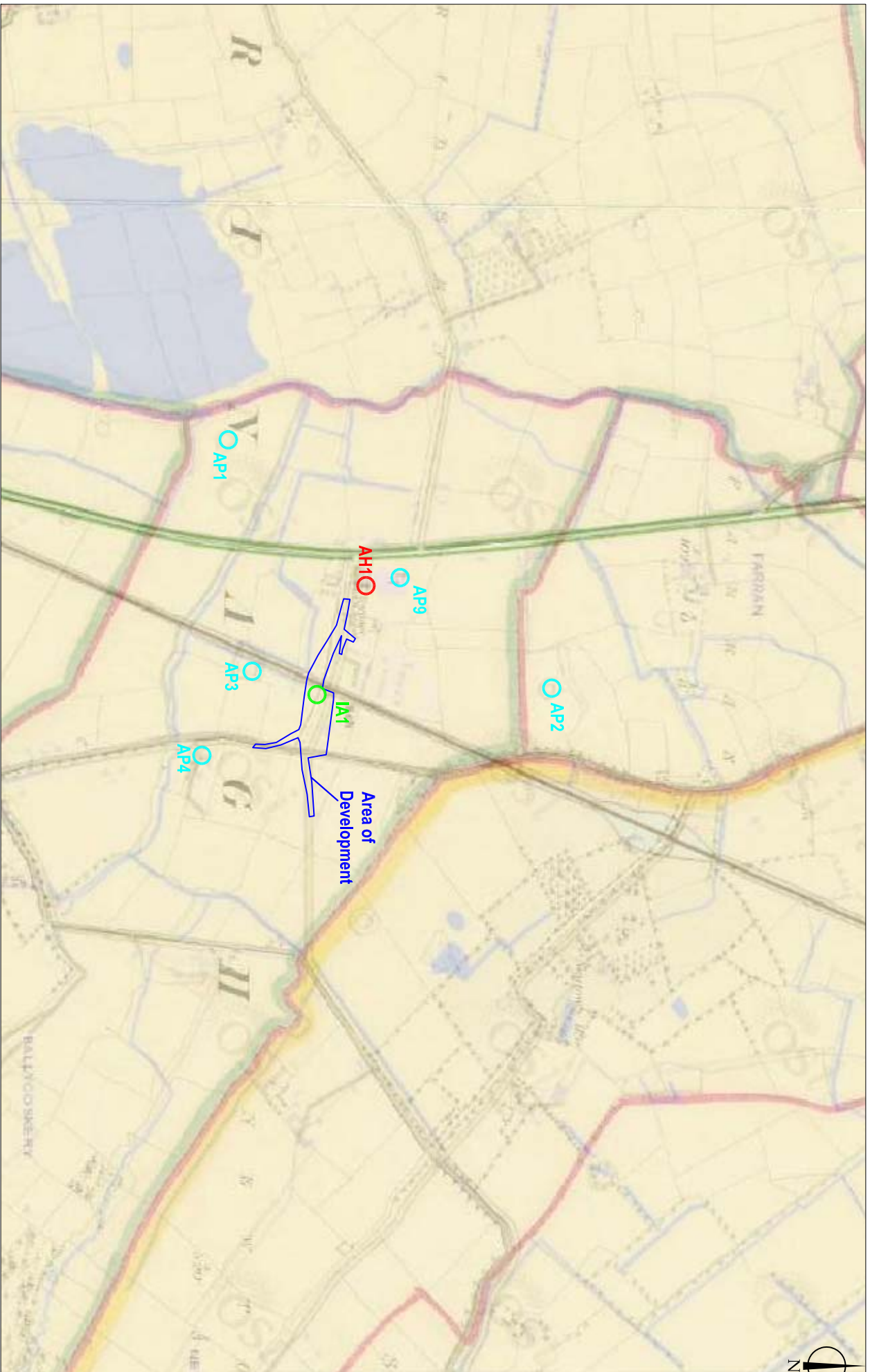
Plate 3 Station House facing east



Plate 4 Field 3 facing east



Title Site location map based on Ordnance Survey Discovery Series		Notes				Brehon House Kilkenny Road Castlecomer Co. Kilkenny. Tel: (+353) 056 4440236 Fax: (+353) 056 4440237 Email: vjk@vjk.ie Website: www.vjk.ie	
Job No. 1561-10-100	Drawn by GW	CAD reference 1561/Fig1-3.dwg	Date October 10	Scale 1:50000	Drawing No. Figure 1	Client Iarnród Éireann/Roughan & O'Donovan Project XC212, Ballycossery, Co. Cork	



Title
1st Edition Ordnance Survey map showing Area of Development, sites of Industrial archaeology, areas of archaeological potential and sites of archaeological heritage.

Notes
○ Industrial Archaeological Site
○ Area of Archaeological Potential
○ Archaeological Heritage Site

Job/Exc No.
1561-10-100

Date
October '10

Completed by
GW

Scale
1:10000

CAD reference
1561/Fig1-3.dwg

Drawing No.
Figure 3

Client
Iarróid Éireann/Roughan & O'Donovan

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Historic Building Survey
XC219 Level Crossing
Buttevant,
Co. Cork

Author: Rob Goodbody Historic Building Consultant
Job No: 1571-10-100
Client: Roughan & O'Donovan / Iarnród Eireann
Date: March 2012

Valerie J. Keeley Ltd.

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Summary

This report has been produced as a historical and historic building survey of the former railway station at Buttevant, County Cork as part of the assessment of the proposal to provide a bridge crossing of the railway to eliminate the at-grade crossing.

The historical background finds that the railway was constructed between Dublin and Cork in the 1840s and that the line reached Buttevant in 1846, in which year a station was opened on this site, then known as Buttevant and Doneraile. The station closed in 1977 and over time some of the buildings and other structures on the site have been removed, while others are now derelict or ruinous. Some of the structures on the site are assessed as being part of the original station complex from 1846, such as the boundary walls, the eastern goods shed and a small single-storey structure that was originally attached to the now-demolished station building. It is considered that the station platforms are slightly later than the original phase of construction, and that the walls at the back of the platforms and a passenger shelter on the up line date from that event. At the western side of the site there are walls that survive from a second goods shed, and within the walls a number of cast iron columns still stand, and it is considered that this shed was an addition in the later nineteenth century. The crossing-keeper's box was built in the late 1980s, while the flight of iron stairs leading to it is part of the footbridge that crossed the railway, and which was erected at the end of the nineteenth century or the beginning of the twentieth.

The building survey shows that the eastern goods shed is derelict, the small single-storey structure is partly derelict and partly ruinous, while the shelter and the western goods shed are unroofed and ruinous. The flight of iron steps to the crossing-keeper's box is in good condition, as is the box itself. The boundary walls are in reasonable condition.

The proposal is to divert the existing road up an embankment and over a new bridge. The embankment would run through the station site and would result in the loss of part of the western goods shed and the shelter and would pass within a few metres of the single-storey building and the eastern goods shed. The crossing keeper's box with its stairway and the level crossing may be removed following the diversion of the road away from the crossing, though this does not form part of the present scheme.

It is not considered that the western shed or the shelter are of such heritage significance that they should be retained. It is recommended that a record be made of the buildings prior to their removal.

Background

This report has been prepared for Valerie J Keeley Ltd on behalf of Iarnród Éireann as part of the assessment of a proposal to replace a level crossing on the main Dublin to Cork railway line at Buttevant, Co. Cork.

The site was inspected for the purposes of preparing this report on 15th February 2012 on which occasion the photographs incorporated in the report were taken and the site examined to prepare the descriptions contained therein.

Historical research was carried out on the background history of the property and the results are set down below.

While this report contains comment on aspects of the condition of the buildings it is not a condition report or a structural report and must not be read as such.

This report has been prepared by Rob Goodbody BA(mod), DipEnvPlanning, DipABRC, MA, MUBC, MIPI, MRTPI.

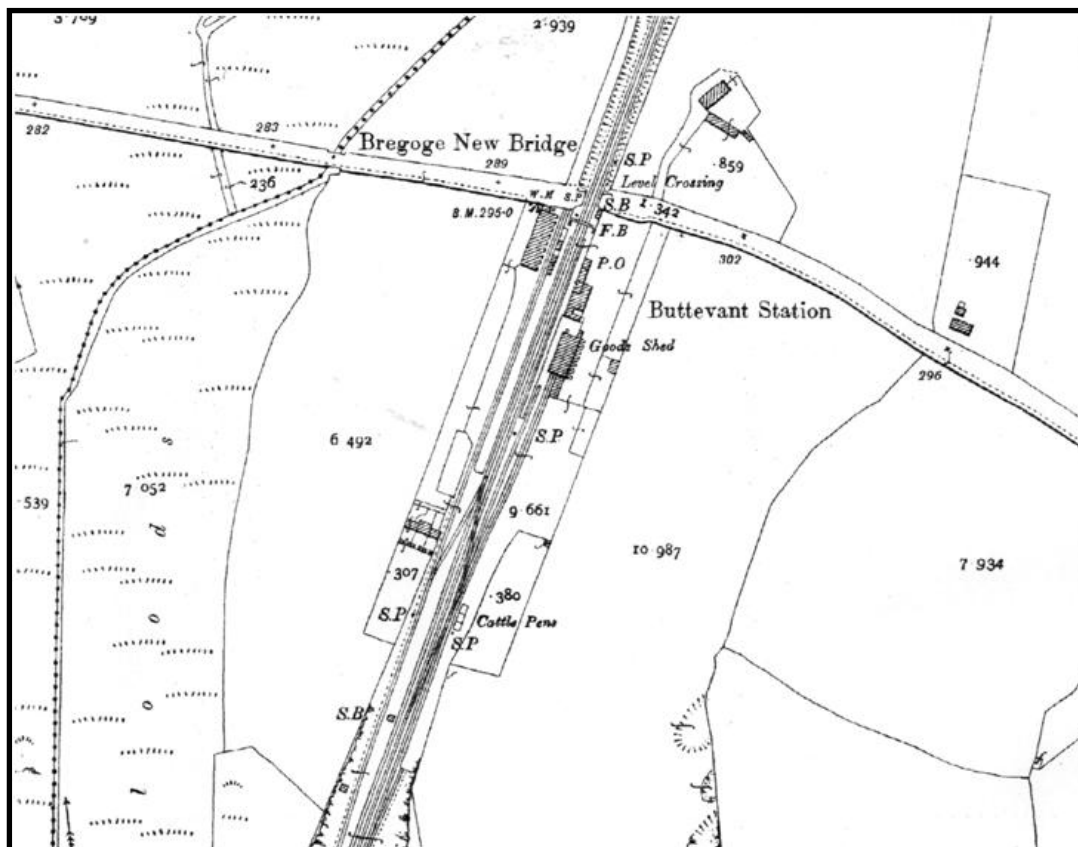
© Rob Goodbody 2012

Historical background

Buttevant is a medieval town, founded in the 13th century by the de Barry family. Surviving medieval buildings may be seen at the Franciscan Abbey, in the main street, the castle of the de Barrys on the southern outskirts of the town and the bridge over the Awbeg river to the east. The late medieval remnants of Lombard Castle front onto the street near the southern end of the town.

The arrival of the railway brought a new focus to Buttevant, with the station serving Buttevant and Doneraile and the general area in the vicinity. This was on the Great Southern Railway route between Dublin and Cork, which commenced construction in Dublin in 1845. The line opened gradually, reaching Limerick Junction in 1848 and arriving at Buttevant in the following year, when the station was opened as Buttevant and Doneraile Station, a name it kept until 1884, following which it became simply Buttevant Station.

Figure 1: Buttevant Station in 1904 – Ordnance Survey 1:2500 map



The station at Buttevant had sidings on either side of the main line, with goods sheds and other ancillary buildings, in addition to the station house. This was normal on the Great Southern and Western line between Dublin and Cork, every station along the line having sidings. At Buttevant there were two sidings on the down side, to the east of the station, and one on the up side. Other sidings were located beyond the station to the south.

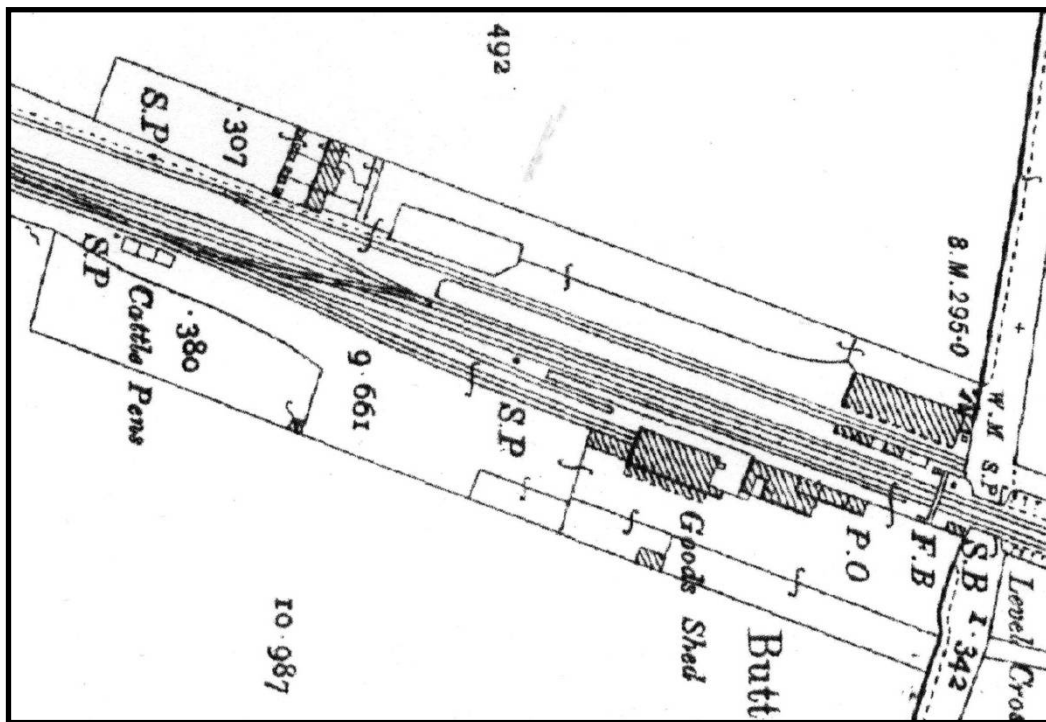


Figure 2: Detail of Buttevant Station, 1904, turned with west at the top

The station complex began at the level crossing at the northern end, seen at left in the map extract above, and extended southwards over a distance of about 220 metres, this area, extending in width to about 67 metres, was fenced off from the surrounding land. On the down side of the line, to the east of the track, lay the main station building, facing directly onto the down platform, and with a narrow projection extending northwards towards the level crossing. The northern end of this projecting structure is marked "P.O" on the map, denoting that it was a post office. To the south of this was a goods shed, with a siding running northwards into the western side of the shed. A second short siding lay between this siding and the main line, with a narrow section of the platform to the south of the station.

On the western, or up, side of the track there were small buildings facing on to the up platform and to the rear a siding ran through to the northern end of the station, running off the main line some distance to the south of the station, and coming in at the western side of the down platform, which was double sided. This siding had an open-fronted goods shed alongside it on the western side.

At the northern end of the platforms, close to the level crossing, there was a wrought iron footbridge.

Various other structures and facilities were located around the station property, including cattle pens that indicate the nature of some of the goods traffic using the station. Near the southern end of the station property, on the western side, there was a terrace of three railway workers' cottages with small gardens to the front and rear. The centre cottage was larger than the other two and was occupied by the station master. The other two houses accommodated the head porter and the signalman.

In common with other stations along the line, Buttevant catered for the local needs, particularly in the moving of agricultural produce from the area to the markets and ports. There was also a substantial infantry barracks at Buttevant, and the army was a major customer of the station, to the extent of awarding a present of a gold ring to the station master in the 1870s for his continued assistance with the movement of army supplies and personnel.

By the second half of the twentieth century the railways were in decline. Many lines around the country were closed, most of these permanently. Where lines were kept open, principally the main lines connecting directly to the cities, there were closures of the smaller stations.

Buttevant Station closed in 1977, and the sidings remained in use for some time for maintenance purposes, accommodating ballast trains and so forth. During the 1980s the sidings were lifted, the points removed and some of the buildings demolished. These included the main station building and the signal box, which was no longer as necessary given that the points had been removed. A new box was erected on the western side of the line in 1988 to serve as the base for the crossing keeper. The footbridge was removed and one of its flights of steps was reused as the access to the crossing keeper's box.

As will be seen in the building survey below, many of the remaining buildings are no longer complete, the roof of the shed on the western side has gone and the post office building is semi-derelict.

In August 1980 the station site was the scene of a serious accident during maintenance work on the line. The accident was centred on the southern part of the station site and had no direct effect on any of the buildings.

Conservation context

Record of Protected Structures

The railway station at Buttevant is not a protected structure, not being listed in the Record of Protected Structures as set down in the Cork County Development Plan 2009.

Conservation areas

Buttevant is designated as an Architectural Conservation Area (ACA) in the Cork County Development Plan 2009. However, the extent of the ACA, as set down in map form in the plan, is limited to the town itself and does not extend out to the station. The distance of the station from the ACA and the local topography ensure that the station is not visible from the ACA and vice versa.

National Inventory of Architectural Heritage

The National Inventory of Architectural Heritage (NIAH) carried out its survey of north County Cork in 2006 and the results have been published, including a representative sample of the architectural heritage of the north county. This included the goods shed on the eastern side of the former station at Buttevant, which was described as follows¹:

Detached four-bay single-storey railway goods shed, built c. 1870, with lower office projection to south gable, and canopy to west elevation. Now disused. Pitched corrugated-iron roof, and slate roof to projection, latter with brick chimneystack with limestone coping. Coursed rubble limestone walls with limestone voussoirs to segmental-arched openings, latter with multiple-pane fixed timber windows with limestone sills. Metal sheeting to doorway in south gable. Square-headed window to office, with barred six-over-six pane timber sliding sash window. Square-headed door openings to east elevation, with brick retaining arches and remains of sliding timber battened doors. Memorial to train crash at site

The appraisal of the building summed up the qualities of the building:

This goods shed forms part of an interesting group of related structures with the former railway station, signal box and platform to the site. It retains much of its original detailing, including the sliding timber battened doors. The site was the scene of a fatal railway accident in 1980, commemorated by a monument

The NIAH survey concluded that this goods shed was of Regional architectural heritage significance for its architectural, social and technical interest.

¹ NIAH reference 20803040.

Building survey

The surviving structures at Buttevant station include the goods shed and post office on the eastern side of the line, the signal box, a shelter and part of the goods shed on the western side, the station platforms and the level crossing gates. Part of the iron footbridge survives in use with the signal box.

In this survey each of these structures is taken in turn, examining them from east to west, commencing with the goods shed, followed by the post office, the platforms, the crossing gates, the shelter on the up platform, the signal box and the western goods shed.

Eastern goods shed

The goods shed on the eastern side of the station is the largest and most intact structure on the site, and hence its inclusion in the National Inventory of Architectural Heritage.

Plate 1: Goods shed on eastern side of line



The goods shed on the eastern side of the line is single-storey with gable ends and is constructed of coursed rubble limestone. The roof is slated on the western side, while the covering has been replaced with corrugated iron on the eastern side, set on timber boarding. Against the northern gable of the shed there is a projecting single-storey structure that appears to have been an office associated with the shed as it gains access only from within the shed and has no independent doorway – though it is possible that a blocked up ope on the eastern side may have been a door, provided there were steps or a higher ground level adjacent originally. The roof of this structure has a covering of slate and has been reduced in pitch, as is seen in the scar of the original pitch on the gable end of the shed. The building is lit by small-paned cast iron clerestorey windows on the western side and the gable ends. On the eastern side there are three pairs of large timber doors to permit access for goods being loaded or unloaded. The eastern slope of the roof projects over this loading area to form a canopy.

XC219 Buttevant

The masonry of this building appears to be in reasonable condition. The canopy has lost most of its timber sheeting and its corrugated iron covering. The doors are in poor condition and some are boarded up. The glass in the windows has been broken, though the cast iron sashes appear to be intact.



Plate 2: Goods shed seen from south-east, with canopy over loading area



Plate 3: Northern gable of goods shed, with projecting office



Plate 4: Internal roof structure of goods shed

The roof of the goods shed is a single span, achieved by means of king-post trusses carrying purlins to support the rafters and roof covering. The floor within this shed was of timber and is now missing, with parts of joists remaining, and part of the masonry supporting structure.



Plate 5: Interior of goods shed

Single-storey building on eastern side

The small structure adjacent to the station platform on the eastern side of the track has been noted above as having been a post office at some time. This building is divided into two, the northern part being roofed, but in poor condition, while the southern part is in ruins.

Plate 6: Single-storey building on eastern side of track, seen from south-west



This building had two windows facing the down platform, both now blocked up. The northern portion was accessed via a doorway leading from the down platform.



Plate 7: Eastern elevation of single-storey building



Plate 8: Single-storey building seen from south-east

This building is constructed of red brick and rubble stone, rendered, ruled and lined externally, and rising off a chamfered plinth of hammer-dressed limestone. The slate roof on the northern portion is in poor condition and missing some slates. The roof of the southern portion is missing. A tall chimney stack rises from the centre of the building, with a corbelled top to the stack and with two chimneypots. The southern end wall of the building is missing, and the maps show that it was originally attached to the main station building. The entrance to the southern part of this building would have been from the south, as no doorway survives in the surviving eastern, western and northern walls.

Internally the northern section is plastered with timber sheeted wainscoting. The floor is timber boarded, but rotten, and the ceiling has been replaced with hardboard or similar material. The interior of the southern section appears to have been similar, but is now derelict. There is a cast iron fireplace in the northern section, the southern section having a hearth in a chimneybreast of brick, while the fireplace is missing. In both sections the windows had timber architraves and shutters and the surviving windows on the eastern elevation are timber sliding sashes.

Signal box and stairs



Plate 9: Signal box, with iron stairs

As noted in the historical background, the original signal box was on the eastern side of the line, adjacent to the level crossing. This is now gone, and the present signal box is a newer structure, built in about the 1980s, on the western side of the line. This has a base constructed of concrete blocks at ground floor level and a boarded upper floor, with a flat roof. A chimney projects above the roof level.

The stairs to the upper level are external and of a combination of cast iron and wrought iron. Cast iron columns support wrought iron runners and cast iron steps, with a balustrade of wrought iron having newels of cast iron. This is a surviving section of the footbridge that crossed the line adjacent to the level crossing while the station was in use. The newels carry the maker's name "E. Manisty Dundalk". Edward Manisty was an engineer who acquired the Dundalk Iron Works in 1878. In 1894 he began to manufacture iron footbridges for railways, as many rail companies were at that time replacing their timber footbridges. The company closed upon the death of Edward Manisty in 1928, which dates the bridge to some time between 1894 and 1928.

Plate 10: Stairs to signal box, taken from footbridge



Shelter

The original station building may have had a waiting room for passengers, or at the very least a canopy over the platform to provide shelter. This would have served the down platform, for passengers heading towards Mallow and Cork. The Ordnance Survey map of 1904, reproduced above, shows various structures on the up platform, only one of which survives, and this is in a state of ruin.

Plate 11: Shelter on up platform



This structure is constructed of rubble stone, with dressed quoins. It had a monopitch roof, now missing, with the slope towards the rear, away from the track. The front of the structure was open and faced the railway. Internally, the lower section of the building was faced with wainscoting, probably timber sheeting as in the former post office building on the opposite platform. Above the wainscoting the walls are plastered. In the northern wall there is a timber-lined ope.

A timber bench is set against the rear wall inside the shelter, though now rotten.

Plate 12: Shelter seen from north-west, with timber-lined ope visible



Western goods shed

At the western side of the station there is the remnants of a second goods shed. This was seen in the Ordnance Survey map of 1904 as a rectangular structure with an open front facing a siding that extended a significant distance to the south. The shed was close to the public road at its northern end.

Plate 13: Western goods shed, seen from the south-east



The view of the shed seen above is from the station platform to the south east of the shed. The siding ran from the bottom centre of the photograph towards the oil tank in the background. The two columns on the right represent the open front of the building facing the siding. The rear wall survives to the west, but with the upper part missing. Part of the northern wall survives, as does the southern wall. The masonry walls of the shed are constructed of coursed rubble limestone with some brick detailing. A substantial panel of brick in the centre of the western wall appears to represent a large ope that was stopped up during the time that the railway was in use. The surviving northern wall is plastered on its internal face, above a certain level, suggesting that this was the office area, and that the lower part of the wall was wainscoted. The roof is entirely missing, both the covering and the structure. The two lines of cast iron columns suggest that the roof was held on trusses of some kind, though whether timber, as in the eastern shed, or wrought iron is not known. It is noted that the king post trusses in the eastern shed do not require columns, suggesting that the western shed had wrought iron trusses. A marked difference in the nature of the stonework in the upper part of the western wall, as compared with the lower part, suggests that this wall was raised significantly at some point, and suggests that the western shed was a later addition to the structures at the station; this could explain the difference in structure between the eastern and western sheds, as wrought iron was not as widely used in the 1840s when the station was built, as it was to become later.



Plate 14: Western shed, seen from the road to the north-west



Plate 15: View southwards through former shed

Platforms

As noted in the historical background, there were platforms serving the main line at this station and others serving sidings to the east and west. The latter are now missing, apart from a short section of platform to the south of the eastern goods shed, now partially missing. There are still platforms on either side of the main line. On the down side of the line the platform has an uneven surface of hardcore and is bounded alongside the track by a plinth wall of concrete blocks. This is not the original platform. The southern portion of this platform, adjacent to the eastern goods shed, the original platform survives, with limestone slab copings.



Plate 16: Down platform in northern part of station

On the up side of the line, on the western side of the station, the platform survives with a rubble plinth wall carrying limestone slab copings.



Plate 17: Up platform, with southern part of down platform visible at left

It is not known when these platforms were constructed, as early railways did not have platforms, the passengers climbing up from ground level into the carriages.

Boundary walls

The original station property was bounded by walls to form a long rectangular enclosure that is visible on the 1904 Ordnance Survey map reproduced above. This enclosure still survives for the most part, and would have been a means of curtailing pilferage of goods in transit and demarcating the property boundary to prevent trespass.

A second set of walls remains within the station, closing off those parts to which the public in transit had access, such as the platforms, from those parts to which access was more restricted.



Plate 18: Western boundary wall

In the view above, the western boundary wall may be seen, with the western goods shed at left and the eastern goods shed at rear. Between the boundary wall and the eastern shed the wall at the rear of the up platform is seen.

The walls at the rear of the two main platforms may be seen above in plate 17, and part of the wall at the rear of the down platform is visible in plate 1.

These walls are of limestone rubble. The boundary walls have a capping of larger stones set vertically, while the walls bounding the platforms have dressed limestone copings with rounded upper surfaces.

Crossing gates

The level crossing at Buttevant is a manned crossing, with gates closing off the railway track and maintaining the access for the public road to cross the line except when required for railway traffic.

Plate 19: Level crossing gates



The gates are of timber, with a pair of boards crossing the entire width of the line, stayed by steel rods held on the hinge post of the gates. A red light is carried at the centre of each gate, facing the track.

Assessment

The surviving structures at the former Buttevant railway station are of mixed periods and are in varied states of preservation. The crossing keeper's box is a modern structure, as are other features not addressed in this report such as the entrance gates, the front boundary wall on the eastern side and the memorial to the railway accident of 1981. The earliest surviving features are the eastern goods shed and the single-storey former post office, though both of these are derelict, the latter partly ruinous. The boundary walls of the station, with their vertical course of limestone capping, would also date from the construction of the railway in the 1840s. The platforms would be comparatively early, at least as regards those portions that retain their limestone copings, and the shelter on the up platform would be of similar date, along with the walls at the back of the two main platforms, with their rounded copings of dressed limestone. The western goods shed is somewhat later, and as noted above probably had wrought iron trusses that were supported on the cast iron columns that remain in position.

An assemblage of railway buildings such as this survives in many nineteenth century stations around the country, much of it in very much better condition than those at Buttevant. However, it should also be noted that there has been a significant loss of buildings associated with railways over the years, particularly through the remodelling of stations and other railway property and the closure of various railway lines. In most cases the buildings that have disappeared were not recorded in any detail, often not even being captured by photography. The architecture is often particular to railways, with the specific requirements of the handling of goods and the accommodation of passengers resulting in designs that are not found elsewhere. Even where there is a similarity in function to the buildings associated with canals, the difference in period results in notable differences in design and materials.

At Buttevant the most significant building to survive is the eastern goods shed, and this has been noted in its inclusion in the National Inventory of Architectural Heritage for County Cork. While it is in poor condition, with the floors missing, doors and windows damaged and the roof covering no longer intact, it is recognisably a railway goods shed, and its original form may be deduced from the surviving elements.

The other surviving buildings on the station site are derelict or ruinous and with the exception of the former post office they are unroofed and in ruins. These could no longer be considered to be sufficiently intact to be reinstated in their original form, or even to a level of usefulness for a new function.

Proposed development

It is proposed to erect a road bridge over the railway and to close the level crossing. This is an inevitable move on a busy main line, with each movement of trains resulting in delays to road-borne traffic. The safety of users of a level crossing is also a factor, and this is a more significant issue since the closure of the station, as the mere act of stopping at the station would have reduced the speed of non-express trains and hence made accidents less likely. As early as 1850 the driver of a horse and cart was killed at the level crossing at Buttevant and there have been other accidents until as recently as 2010, not all fatal.

It is proposed to divert the road towards the south to run through the station site, and through part of the land to the east and west of the station. The road would turn off its present alignment and climb a gradient up an earth embankment to cross the railway line on an overbridge. Running from the west, the proposed road and embankment would be diverted to the south of the existing road, and into the site of the former station. The embankment would stop at a reinforced earth wall at the back of the up platform. From there an overbridge would span the railway with the road deck at a height of approximately 6.5 metres above the track. To the rear of the down platform, on the eastern side of the track, the road would be carried on an embankment retained by walls of reinforced earth, to cross most of the eastern part of the site, with a second earth embankment commencing at the rising ground on the eastern side of the station. Within the station site there would be a box culvert beneath the road to give access to the southern side of the station property.

Potential impact

The resultant impact on the structures within the station site would be:

Eastern goods shed

The eastern goods shed would be retained in the proposed scheme, though the northern end of it would be close to the margin of the works. The portion of the realigned road on the eastern side of the track would run past the goods shed at a distance of about nine metres from the single-storey office structure on the northern side of the shed. The nearest point of the main shed building would be about twelve metres from the elevated section of the realigned road.

Built heritage implications

There would be no direct effect on the goods store arising from the proposal. It is not considered that the presence of a road, embankment and bridge such as those proposed would have major impact on the setting of the shed of such magnitude as to warrant any change in the design or other modification to the scheme.

Recommendation

It is not considered that any action needs to be taken to mitigate the effects of the scheme on the eastern goods shed.

Single-storey building on eastern side

The single storey building that represents the northern end of the former station building, and which appears to have housed a post office, would be within the area to the north of the proposed bridge and would not be directly affected. The bridge and the part of the embankment that would be contained within a reinforced earth wall would be the closest parts of the proposal to this building and would be at a distance of about seven metres.

Built heritage implications

As has been seen above, the single-storey building is not considered to have a significant heritage value due to its poor condition. It is not considered that the proposed scheme would have any effect on the setting of the building of such magnitude as to warrant any modification to the scheme.

Recommendation

It is not considered that any action needs to be taken to mitigate the effects of the scheme on the single-storey building.

Signal box and stairs

The proposed scheme would not have a direct effect on the signal box or the iron stairway that leads to the upper level. However, the removal of the level crossing would render this structure redundant, as the controls for the gate would no longer be needed and this would facilitate the removal of the box, or the upper level at least, the lower level being used for storage purposes.

Built heritage implications

The assessment above has shown that the crossing-keeper's box was built in the 1980s and is not of heritage significance. The iron stairway is, however, of significance, and dates from the end of the nineteenth, or early twentieth century.

Recommendations

It is recommended that if the box or its upper level are no longer required and removal is proposed the stairway should be retained at the former station site – possibly as a pedestrian access to the new overbridge.

Shelter on up platform

The small shelter on the up platform would be removed to facilitate the scheme, with the reinforced earth wall retaining the embankment running through the rear of the shelter..

Built heritage implications

This is an early feature amongst the assemblage of structures at the former station and, as seen in the survey above, is derelict, with no significant heritage value to be gained from its retention.

Recommendation

It is not considered that the shelter is of sufficient built heritage significance as to warrant modifying the scheme to ensure its retention. It is recommended that the shelter be recorded by means of measured survey, photography and written description prior to its removal.

Western goods shed

The survey has shown that all that survives of the goods shed on the western side of the line is walls on two sides, part of a wall on the northern side, and the cast iron columns that formerly held the roof trusses. The southern end of the goods shed would be buried beneath the embankment for the bridge approach, amounting to approximately a third of the area of the surviving remains. This would result in the removal of the southern wall of the shed and part of the western wall. The cast iron columns would remain substantially unaffected.

Built heritage implications

In view of the limited amount of this building that survives it is not considered to be of sufficient heritage significance to warrant a modification to the proposed scheme so as to ensure the retention of the southern section.

Recommendation

It is recommended that the remnants of the shed be recorded by means of measured survey, photography and written description prior to the removal of the southern portion of the shed.

Platforms

The historical background has shown that there were two platforms on the main line in Buttevant station and others associated with the various sidings. The building survey has shown that the platform on the up line remains more or less intact and that on the down platform has been partially modified, with the loss of original copings. Most of the other platforms have now gone, apart from an incomplete section of platform to the south of the eastern goods shed. The bridge would fly over the up and down platforms on the main line, while having no effect on the remnant of the platform to the south of the goods shed.

Built heritage implications

There is not likely to be any effect on the built heritage significance of the platforms.

Boundary walls

The survey has shown that the original boundary walls of the station survive more or less intact. There are also walls at the rear of the up and down platforms. The proposed scheme would breach the eastern and western boundary walls and would also affect the walls along the two platforms.

Built heritage implications

The boundary walls are original features of the station from the 1840s, while the walls on the platforms are also relatively early features at the station.

Recommendation

It is recommended that the walls be recorded by means of photographic and written description prior to their removal.

Crossing gates

While the crossing gates would not be directly affected by the proposed embankments and bridge, the purpose of the scheme is to eliminate the level crossing and hence it is assumed that the gates would be removed upon completion of the scheme.

Built heritage implications

While level crossing gates of timber are becoming less common it is not considered that these gates are of such significance as to warrant retention, even if left permanently open to rail traffic.

Recommendation

It is recommended that the gates be recorded by means of photographic and written description prior to their removal.