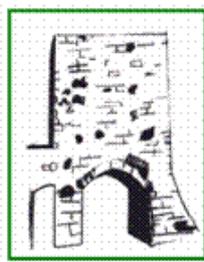


**ARCHAEOLOGICAL ASSESSMENT  
OF PROPOSED WORKS  
IN CARRICK ON SHANNON,  
LEITRIM,  
COUNTY LEITRIM.**

**Part 8 Planning Application**

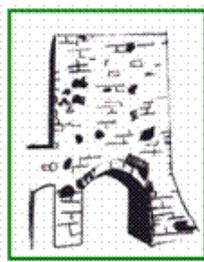


***Through Time Ltd.***  
***Professional Archaeological Services***  
***Old church Street, Athenry, Co. Galway***  
**[www.throughtimeltd.com](http://www.throughtimeltd.com)**

**ARCHAEOLOGICAL ASSESSMENT  
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COUNTY LEITRIM.**

**Martin Fitzpatrick, M.A.**

**June 2021**



***Through Time Ltd.***

***Professional Archaeological Services***

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HAVE BEEN PRESENTED TO:**

***Client:***        **Leitrim County Council, Carrick on Shannon, County Leitrim.**

***Statutory Bodies:***    The National Monuments,  
                                  Dept. of Housing, Local Government & Heritage.  
  
                                  The National Museum of Ireland.  
  
                                  Leitrim County Council.

**PLEASE NOTE...**

Any recommendations contained in this report are subject to the ratification of the National Monuments Section, Department of Housing, Local Government and Heritage.

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## Disclaimer

The results, conclusions and recommendations contained within this report are based on information available at the time of its preparation. Whilst every effort has been made to ensure that all relevant data has been collated, the authors and Through Time Ltd. accept no responsibility for omissions and/or inconsistencies that may result from information becoming available subsequent to the report's completion.

This report outlines the findings of a cultural heritage assessment of works at three separate location (Areas 1-3) in Carrick-on-Shannon, County Leitrim.

The Carrick on Shannon Destination Town Project which will include the following works:

1. To undertake a Public Realm Improvements Scheme within the Town, to enhance the existing streetscape between Cryan's Hotel and the Carrick Plaza Suites along Local road L3401-1. The nature of the public realm works includes, inter alia, the widening of footpaths, the provision of enhanced uncontrolled pedestrian crossings, the provision of new public lighting in addition to the existing lighting, to replace the existing road surface, to relocate the existing street furniture and signage, the provision of soft and hard landscaping measures and to alter the existing on street car-parking provision.
2. The Replacement of the existing Bus stop shelter with a covered structure along the N4 on the Southern carriage-way that will shelter people waiting on or arriving by bus while equally providing shelter to enjoy overlooking the public space along the river edge. External seating and improved landscaping of the area to the rear of this covered structure and the river walk.
3. The Installation of a new covered bus shelter along Local Road L3401-1 to the front of the Primary Care Building as a bus departure area.
4. The Relocation of the existing ESB Networks Sub-station currently located in front of the Carrick Plaza Suites.
5. Improvements to external lighting of the following protected structures: Costello Memorial Chapel, St. George's Church and St Mary's Catholic Church.
6. The provision of 16 No. Way Finding Signs to include additional hard/soft landscaping works in the vicinity of Sign No. 5 and 6 as indicated on the submitted documentation

The assessment aims to identify the likely significant effects on archaeology, architectural heritage and history and folklore and is based on a desk-based assessment and site inspections. Conclusions and recommendations in relation to individual cultural heritage assets are included.

No significant adverse impacts are predicted to archaeology, and no upstanding recorded monuments will be impacted.

There is a potential for previously unrecorded subsurface archaeology to occur within and adjacent to the Zone of Archaeological Potential for the historic town of Carrick-on-Shannon (LM031:005). Archaeological monitoring of development, in accordance with a method statement agreed with NMS and the NMI, is considered an appropriate mitigation.

No significant impacts are predicted on history or folklore as a result of the proposed works.

Based on the findings of the assessment, the following recommendations are made:

- **Archaeological monitoring of ground disturbance in the area of the existing bus shelter and landscaping on N4 by a suitably qualified archaeologist.**
- **If archaeological material is uncovered, work on site should be stopped to facilitate examination and recording.**
- **A final report on the archaeological monitoring to be submitted to all relevant authorities.**

**These conclusions and recommendations are subject to the approval of the National Monuments Service (Department of Culture, Heritage and the Gaeltacht) and Leitrim County Council's Heritage Officer who may issue additional or alternative requirements. The works associated with the lighting improvement on historic buildings and/or protected structures will be addressed by the conservation architects associated with the scheme. Any ground disturbance associated with these works in the vicinity of the recorded monuments should be archaeologically monitored.**

## CONTENTS

<b>I. List of figures and Plates.....</b>	<b>8</b>
<b>II. Abbreviations Acronyms and Definitions.....</b>	<b>9</b>
<b>Introduction.....</b>	<b>10</b>
Project Background.....	10
Site Location.....	10
Proposed Works.....	10
Purpose and Scope of the Assessment.....	11
<b>Methodology.....</b>	<b>12</b>
Desk Study.....	12
<b>Archaeological and Historical Background.....</b>	<b>14</b>
<b>Receiving Environment.....</b>	<b>16</b>
Recorded Archaeological Remains.....	16
Potential Archaeological Remains.....	19
Previous archaeological investigations.....	19
Cartographic Analysis.....	20
Architectural Heritage.....	23
<b>SITE VISIT.....</b>	<b>24</b>
<b>Likely Impacts of the proposed development.....</b>	<b>28</b>
<b>Recommendation.....</b>	<b>30</b>

## **I. LIST OF FIGURES AND PLATES**

### **FIGURES**

**Fig. 1:** Plan of the area where works proposed.

**Fig. 2:** Map indicating recorded archaeological monuments in Carrick on Shannon.

**Fig. 3:** Map indicating recorded archaeological monuments in Carrick on Shannon with Zone of Notification indicated.

**Fig. 4:** Extract from first edition O.S. map.

**Fig. 5:** Extract from 25 inch edition O.S. map.

**Fig. 6:** Extract from third edition O.S. map.

**Fig. 7:** Architectural heritage assets in the vicinity.

**Fig. 8:** Architect drawing of new bus facility.

**Fig. 9:** Proposed plan of the development.

### **PLATES**

**Plate 1:** Aerial view of area of proposed development.

**Plate 2:** View of existing facility from the east.

**Plate 3:** Detail of area from the east.

**Plate 4:** Existing public green space at south end of road.

**Plate 5:** View of road running north from N4. Taken from south.

## **II ABBREVIATIONS ACRONYMS AND DEFINITIONS**

**LE** - This number is the number of the site on the SMR/RMP map. It begins with the county code, here LE for Leitrim, the 6-inch sheet number, followed by the number of the archaeological site.

**M** Meters, all dimensions are given in meters or part of a meter.

**NIAH** National Inventory of Architectural Heritage

**NMI** National Museum of Ireland

**NMS** National Monuments Service, Department of Culture, Heritage and the Gaeltacht

**OS** Ordnance Survey

**OSI** Ordnance Survey of Ireland RMP

**RMP** Record of Monuments and Places. A record on which all known archaeological sites are marked and listed in an accompanying inventory. This resource is based on all publicly available material and cartographic sources and is read in conjunction with constraint maps. The RMP records known recorded monuments and the sites of such monuments (if the monument no longer survives).

**RPS** Record of Protected Structures

**SMR** Sites and Monuments Record

## **GENERAL INTRODUCTION**

### **Project Background**

Through Time Ltd. was engaged by Leitrim County Council to undertake an archaeological and cultural heritage assessment of proposed works in Carrick on Shannon, County Leitrim.

### **Site Location**

The development is located within the town of Carrick on Shannon on the north side of the River Shannon in County Leitrim. The coach set down, coach arrival area and collection point are located adjacent to the River Shannon and south of the N4 roadway. Street landscape improvements are proposed for the road north of the N4, while new way-finding signs are located throughout the town.

### **Proposed Works**

The Carrick on Shannon Destination Town Project which will include the following works:

1. To undertake a Public Realm Improvements Scheme within the Town, to enhance the existing streetscape between Cryan's Hotel and the Carrick Plaza Suites along Local road L3401-1. The nature of the public realm works includes, inter alia, the widening of footpaths, the provision of enhanced uncontrolled pedestrian crossings, the provision of new public lighting in addition to the existing lighting, to replace the existing road surface, to relocate the existing street furniture and signage, the provision of soft and hard landscaping measures and to alter the existing on street car-parking provision.
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6. The provision of 16 No. Way Finding Signs to include additional hard/soft landscaping works in the vicinity of Sign No. 5 and 6 as indicated on the submitted documentation

### **Purpose and Scope of this Assessment**

The purpose of this assessment is to identify likely significant effects on cultural heritage (archaeology, architectural heritage and/or folklore and history) as a result of the proposed works, and to determine whether further investigations or other measures would be required to mitigate any likely adverse effects. This report concerns specifically the proposed development of public realm works including bus/coach facilities. A suitably qualified architect associated with DHB architects will assess the suitability of the locations for lighting and information stands at locations within the town.



**Fig. 1:** Plan of the area where works proposed.

## **METHODOLOGY**

The methodology used in the preparation of this assessment is based on guidance provided in the Environmental Protection Authority (EPA)'s draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA 2017) and Advice Notes on Current Practice (EPA 2003). It is also consistent with other guidance including the National Roads Authority's (NRA, now TII) Guidelines for the Assessment of Archaeological Heritage Impacts on National Road Schemes (NRA 2005a) and Guidelines for the Assessment of Architectural Heritage Impacts on National Road Schemes (NRA 2005b) in relation to route selection.

The study was divided into three main components:

1. Desk-based assessment, including gathering and analysing baseline data;
2. A site inspection of the proposed work areas in relation to known cultural heritage assets and any previously unidentified assets that may be affected; and
3. Report writing.

### **Desk Based Assessment**

The desk-based assessment involved examination of the following databases and available documentary sources:

#### **Archaeology**

Record of Monuments and Places (RMP) – the statutory list of protected places and monuments, with accompanying constraints maps, published for County Leitrim;

Sites and Monuments Record (SMR) – the archive of current information on sites and monuments, including whether or not sites are to be included on the next RMP revision; available online at

<http://webgis.archaeology.ie/historicenvironment/>;

Lists of National Monuments in State Care: Ownership and Guardianship, published for County Leitrim;

The list of Preservation Orders held by the National Monuments Service (published 2010);

Excavations Bulletins ([www.excavations.ie](http://www.excavations.ie));

Topographical Files of the National Museum of Ireland;

Cartographic sources, including the first-edition six-inch Ordnance Survey (OS) map, the 25-inch OS map along with other available maps;  
Historical photographs viewed online via the National Library of Ireland website (<http://www.nli.ie/digital-photographs.aspx>); and Aerial photography (Google Earth, and Digital Globe via the Historic Environment Viewer).

### **Architectural Heritage**

Carrick on Shannon Area Development Plan and accompanying Record of Protected Structures (RPS); and  
National Inventory of Architectural Heritage (NIAH). <sup>[11]</sup><sub>SEP</sub>History and Folklore The Schools' Manuscript Collection held by University College Dublin; and various primary and secondary sources as outlined in the references and appendices.

### **Site Inspection**

A site inspection was carried out in November 2020. The purpose of the inspection was to undertake a visual examination of the proposed works and to assess the potential effects on known and unknown archaeological and architectural heritage assets.

### **Impact Assessment**

The likely impact on cultural heritage was assessed and described with reference to the EPA's draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA 2017), their Advice Notes on Current Practice (EPA 2003), and the NRA guidelines referred to above. <sup>[11]</sup><sub>SEP</sub>The significance of impact on sites and structures is determined through an analysis of the perceived importance of a cultural heritage asset and the degree of predicted impact. The importance or significance of an asset is determined by a combination of objective attributes (e.g., legal status/ designation, archaeological potential, condition/preservation, documentary or historical references) and subjective (e.g. social) concerns including local significance, sentiment, amenity value, contribution to sense of place etc. Any archaeological site listed on the RMP or any Protected Structure was assigned a significance rating of High given

that, in the case of an archaeological site it has been afforded statutory protection under Section 12 of the National Monuments (Amendment) Act 1994, while in the case of a Protected Structure the asset has been established to be of special interest under one or more of the following categories: Architectural; Historical; Archaeological; Artistic; Cultural; Scientific; Technical; Social. Non-designated assets were rated based on the other criteria outlined above.

Having established the importance or significance of a feature, the significance of effects of the proposals upon them were then considered using the matrix provided in the EPA's EIA guidelines (EPA 2017:53). This compares the character/magnitude of the predicted impact with the sensitivity of the receiving environment. Significance of effect is taken to mean the importance of the outcome for cultural heritage (i.e., the consequences of the change).

It should be noted that while guidelines such as these help ensure a standardised, consistent approach to impact assessment, the EPA recognises that professional judgement plays a role in the determination of significance and that different assessors may place different emphases on the factors involved.

## **ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

The location of Carrick-on-Shannon on the banks of the river Shannon, suggest it was an important crossing point throughout history. It only appears in the documentary record for the first time in 1530 when the O'Donnell's crossed the Shannon at Carradh Droma Rúisc – the weir of the marshy ridge (Annals of the Four Masters). The town was incorporated by charter in 1613 however a fort appears to have been constructed here in 1611. A castle was granted to Maurice Griffiths in 1611 and in 1623 Griffith requested money to construct a fort and wooden bridge at the site of Drumrussie (Russell and Prendergast 1880, 406, 430). A site is marked and named 'Castle (in Ruins)' on the 25-inch plan but is not recorded on subsequent maps. A fragment of a circular tower located close to the existing bridge over the Shannon may be associated with this monument. It appears that in the 17<sup>th</sup> century the castle was no longer capable of protecting the settlers or deemed inadequate and the new town of Jamestown was built four miles (c. 6.5km) downstream in 1621. A fort was constructed on the Roscommon side of the Shannon after 1623. Archaeological testing undertaken in the vicinity

of this feature (02E0039) recorded traces of a wall feature that may be associated with the original fort (Quinn 2004).

The first reference to a bridge in Carrick-on-Shannon dates to 1684 when Maurice Griffith request money to build a wooden one. Tolls were granted to Sir George St. George in 1684 to keep the bridge in repair (Lewis 1837, I, 275). A stone bridge with seventeen arches was erected in 1718 and the Shannon Commissioners replaced it by the present bridge in the 1840s. It appears that the town developed in the 17<sup>th</sup> century. The Urban Archaeological Survey of Leitrim (Bradley & Dunne 1988) records that the original street pattern was linear and based on the curving shape of Bridge Street with Main Street a possible late 17<sup>th</sup> century extension. The parish church of St. George was moved from Kiltoghard to the town in 1698 and the church was re-built in 1829 (Lewis 1837, I, 276). St Mary's Catholic Church was designed by William Hague in 1879 and completed 50 years later by T.F. McNamara, who added a tower and installed stained glass over the high altar (Williams 1994). The construction of Costello Chapel, a small stone roofed oratory, was commissioned by a local shop keeper, Edward Costello, who lost his wife in 1877. Originally a Methodist chapel, it was completed in 1879.

Within the town there are several interesting buildings including the 18<sup>th</sup> century court house that survives close to the Marina. It was located in the vicinity of a jail complex, some of which survives today. Hatley Manor, a town palazzo is entered by a forecourt off the main street, and was built by a branch of the St George family in the 1830s. It is designed in the Italianate manner.

By 1837, Carrick was a market and post town on the Dublin–Sligo mail coach road and contained 1,870 inhabitants living in 321 houses. The streets were badly paved and unlighted and the town was still mainly located on the eastern bank of the Shannon in Leitrim while that part of the town in Roscommon was considered a “small suburb” (Lewis 1837). Two developments in transport links contributed to the town's expansion in the mid-nineteenth century. These were the completion of the present bridge crossing in the 1840s (constructed as part of the navigation works undertaken on the river by the Shannon Commissioners)

and the extension of the Midland Great Western Railway from Mullingar to Sligo in the 1860s (Carrick-on-Shannon & District Historical Society, no date, 5).

The economy of the town was supported by its weekly market which was held on a Thursday and its fair which was held regularly throughout the year. An enclosed market place was erected by George St. George. The town also functioned as an administrative centre and was the location of the county courthouse, bridewell, and gaol (Lewis Vol. I 1837, 275-276). Until the closing of the Grand Canal Company in 1960, Carrick was a major depot for trade with goods transported here from Dublin, Athlone and Limerick (Russell 2000).

## RECEIVING ENVIRONMENT

### Recorded Archaeological Remains

The proposed Public Realm works and bus shelter provisions are located immediately outside the Zone of Notification for the historic town of Carrick-on-Shannon (LE031:005). The proposed way-finder signs and lighting improvements to protected structures are located within the zone of notification for the historic town. A number of recorded monuments are located in the vicinity of the proposed works and details of these are outlined below.



**Fig. 2:** Recorded Archaeological Features in the Carrick-on-Shannon.



**Fig. 3:** Recorded Archaeological Features and zone of notification (shaded) in the Carrick-on-Shannon.

### **RMP LE031:005 Carrick-on-Shannon Historic Town**

On the east bank of the Shannon at a point where it narrows considerably. Originally called 'Carrick Drumrusk', the town was incorporated by charter in 1613, although a fort had already been built in 1611. Maurice Griffith became constable in 1620, but the fort's importance declined with the foundation of Jamestown in 1622. A second fort was built on the Roscommon side by 1627. The town might never have been fortified and it was captured by Roger Maguire for Owen O'Neill in 1648, but it was surrendered to the Cromwellians in 1652. It had a population of 47 c. 1659 and a wooden bridge had been built by 1683, but only fourteen families were then living in the town. Part of the fort survives (LE031-005001-), the site of the parish church (LE031-005002-) can be identified, and the Costello memorial chapel (LE031-005003-), which was built in the 19th century, is extant. Archaeological testing has to date failed to recover features associated with the early occupation of the town (Timoney 1998; Murphy 2000; Walsh 2000a, 2000b; Henry 2000; Meenan 2002; Read 2002).

**RMP LE031:005003****The Costello Memorial Chapel**

This was built as a chantry chapel by Edmund Costello for his wife on her death in 1877, and it was dedicated in 1879. Mass was said on the first Fridays until Costello's death in 1891, and both are buried under glass in the floor. The church (int. dims. 16ft x 12ft (c. 5m x c. 3.5m)) is composed of Bath stone internally and limestone externally, having a Romanesque style on the inside and a Gothic style outside. (Craig and Craig 1999, 98-9).

**RMP LE031:005002****Church**

At the highest point of Carrick-on-Shannon. The parish centre of Kiltoghert (LE027-079---) was moved to the present site by act of parliament in 1698, where the present C of I church was erected in 1829. There is no evidence of an older building at the site or in the present structure. (Lewis 1837, vol. 1, 276)

**RMP LE031:005001****Fortifications**

On the E bank of the river Shannon where it narrows passing through Carrick-on-Shannon. A fort of unknown form was built here in 1611. Marked and named 'Castle (in Ruins)' on the OS 25-inch plan (surveyed 1907), it was not recorded on the subsequent revision of the 6-inch map. A fragment of a circular tower survives close to the bridge over the Shannon. Archaeological testing (02E0039) c. 25m NE of this remnant identified a wall (Wth 0.8m) running N-S that may relate to the fort (Quinn 2004).

**AR5- RMP LE031:005004****Bridge**

Described in the Urban Survey of Leitrim as 'The first reference to a bridge occurs in 1684 when Maurice Griffith requested money from the Crown to build a wooden one (Russell and Prendergast 1880, 406, 430). This is described in an account of c. 1683 as a large timber bridge (Logan 1971, 332). Tolls were granted to Sir George St. George in 1684 in order to keep it in repair (Lewis 1837, I, 275). It was replaced in 1718 by a stone bridge of eleven arches (Bradley and Dunne 1988, 15).

### **Potential Archaeological Remains**

Carrick-on-Shannon is likely to have been developed around a significant fording point on the river Shannon. The intensity of human activity is demonstrated by the significant number of artefacts recovered from the river and by the monuments located in its proximity. The Urban Archaeological Survey of County Leitrim identified an area of archaeological potential consisting of Bridge Street, Main Street and St George's Terrace as well as the west bank of the Shannon on the Roscommon side where a suburb is likely to have existed. (Bradley & Dunne 1985:17).

The proposed works associated with the development of bus shelters and public realm works are immediately outside the Zone of Notification for the historic town (RMP LE031:005) and in the vicinity of fortifications and bridge (LE031:005004 & 005005). The areas of the proposed works to the existing bus service facilities are concentrated on the south side of the River Shannon and north of the N4 road. The area currently comprises of a bus stop/shelter and seating area with green space surrounding.

### **Previous Archaeological Investigations**

A number of archaeological investigations have been undertaken in the general area of the proposed works and are detailed in Appendix 2. The closest archaeological works to the proposed bus facilities were located to the west in the general vicinity of the fortifications (LE031-005001). During work carried out in February 2002 (License 02E0039) associated with the construction of a mixed-use building with retail and apartment units on the Dublin Road., a foundation wall, c. 0.8m thick, was found to the east of the site. It was recommended that all further groundworks be monitored. The original plans were redrafted excluding the basement, to mitigate any negative impact on archaeological features. Monitoring took place of the mechanical excavation of two trenches to determine the location of two service pipes, a foul sewer and a storm drain. Both trenches exposed a dark-brown, silty peat layer with modern inclusions. No finds or features of archaeological significance were exposed. Further developments monitored in the area under license 03E0898 and 03E01637 revealed nothing of archaeological significance. In 2020

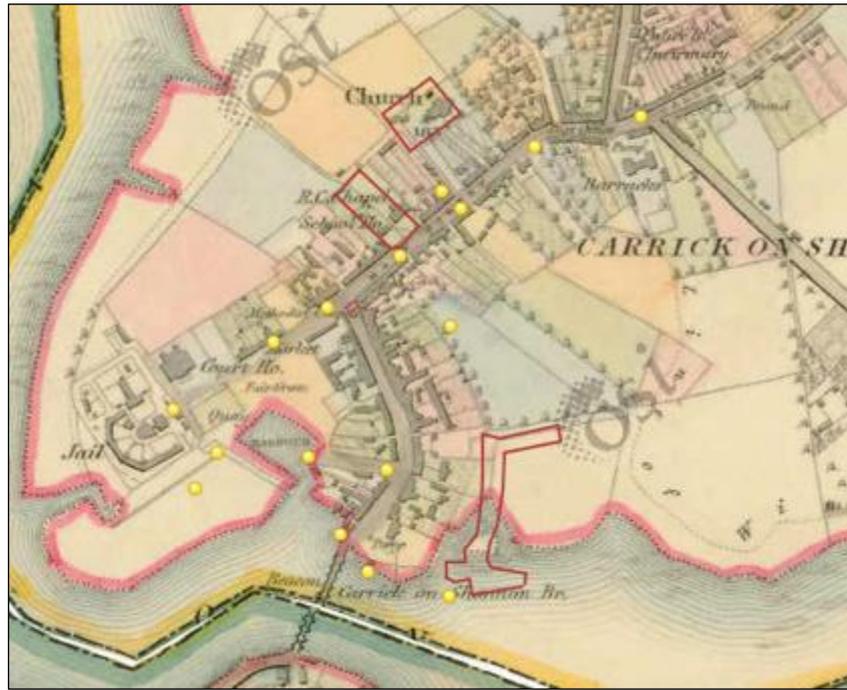
archaeological monitoring of ground disturbance associated with the development of a car park facility at 'Flynn's Field' was monitored by Martin Fitzpatrick under license 20E0070. Nothing of archaeological significance was encountered.

### **Cartographic Analysis**

Consultation of the Ordnance Survey Maps from 1838 to the present day provided further information to aid the Archaeology and Cultural Heritage Assessment.

The Zone of Notification associated with the town (LE031-005) is located to the immediate west of the proposed development of Public Realm works and bus shelter facilities and no Protected Structures or buildings recorded in the National Inventory of Architectural Heritage will be impacted.

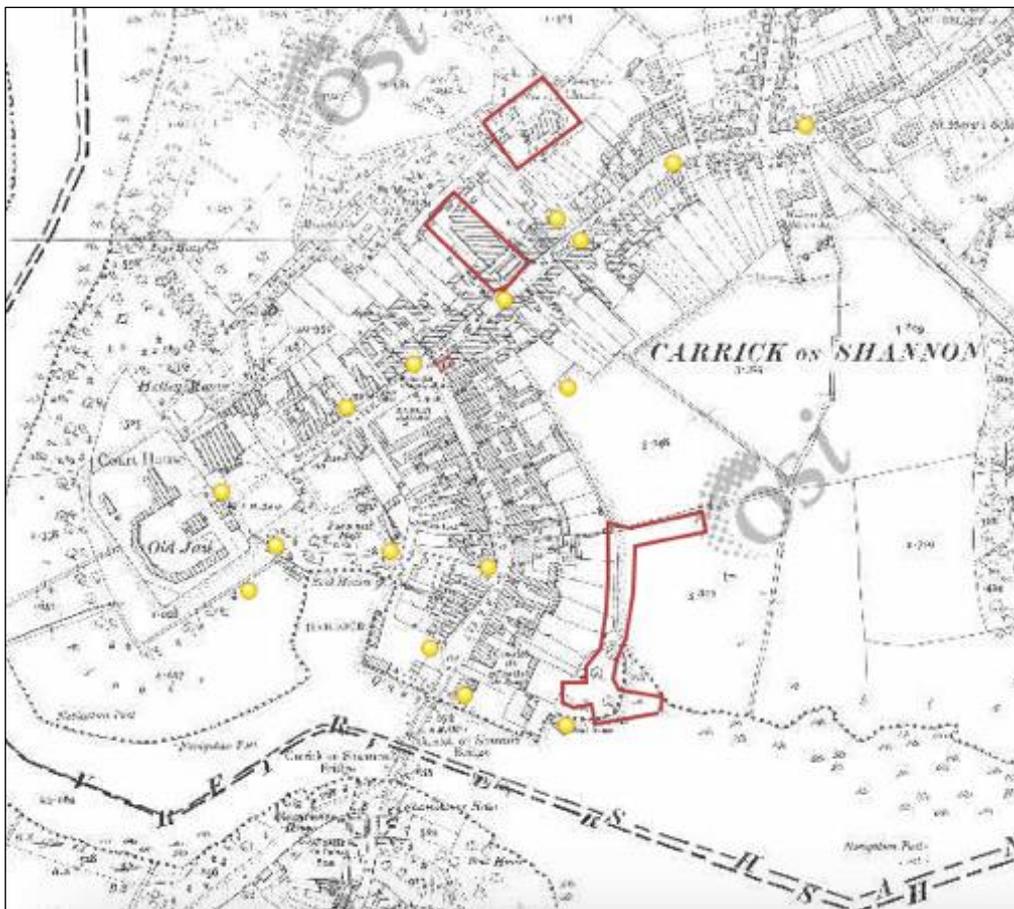
Of more direct interest is the information recorded on the historic Ordnance Survey six-inch map series, which shows the natural riverbank before it was built upon to any significant extent (Fig. 4). The 1840s First Edition map predates the improvements associated with the Shannon Navigation works, and records the area of the proposed public realm improvement works. The proposed public realm works are located in an area of undeveloped ground as indicated on the first edition map. The area of the existing bus facilities are part of the River Shannon which has a small island at this location. The inlet retains sufficient hard angles to suggest that it was purposefully cut. In such a context, this inlet could have provided a safe and private mooring.



**Fig. 4:** Extract from 1<sup>st</sup> edition O.S. Map (After OSI).

By the 1890s, the island has been reclaimed and a 'boat house' is recorded to the west. The triangular shaped inlet is still indicated with roads leading north and west from the river edge (Fig. 5). The changes between the 1840s map and that of the 1890s record the riverscape before and during the river improvement works associated with the Shannon Navigation, which began in the 1840s and which resulted in the construction of the new bridge and the building of new quays in the town. The historic Ordnance Survey maps show different shorelines, with the 1840s shoreline more or less mirroring the present-day shoreline, while the 1890s shoreline appears to have extended further into the active channel, which had become noticeably narrower as a result. Assuming the maps were both recorded during typical river levels, and not at seasonally low levels (1890s) or, conversely seasonally high levels (1840s), this would have led to water surges in the second half of the nineteenth century when, in flood conditions, the river would have strained to flow through the narrower channel and its more acute angle created by the wider river bank. Such a situation may well explain the rebuilding of the town bridge in 1846 as part of the Shannon Navigation works (shortly after the First Edition map). An intense surge in water pressure during flood would be released as it approached the eighteenth-century

bridge. However, the closely-spaced eleven arches of its design would impose a constraint on the water, whose velocity and force must surely have posed a danger to undermining the bridge. The new bridge was designed with only five arches (half the previous number), thereby widening the spaces between the bridge piers, and allowing greater volumes of water to flow under the bridge when the river was in flood while dissipating the force that its flow would have on the bridge piers. The wider space would also permit large river craft to operate under the bridge.

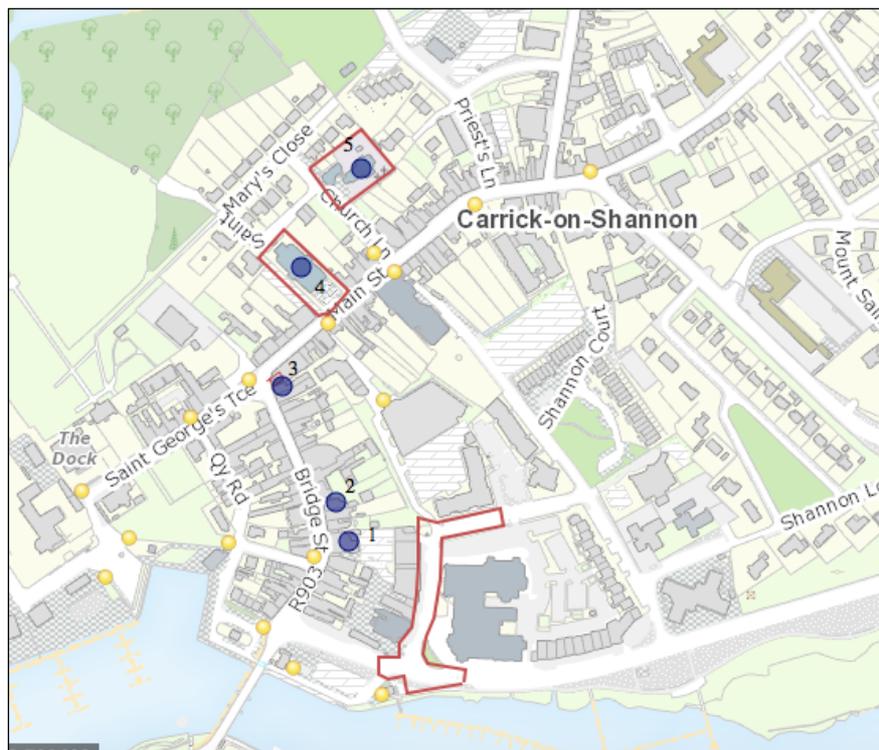


**Fig. 5:** Extract from 25 inch O.S. Map (After OSI).

The shoreline upstream of the bridge has returned to its 1840s extent, and reflects a programme of river widening that would have taken place as part of the works associated the Shannon Navigation. The revised ordnance survey map indicates a similar landscape to that of the 25 inch with the area of the proposed bus service facilities retaining the triangular shape.

## Architectural Heritage

Known architectural heritage assets adjacent to the development are listed below and shown in Figure. 7.



**Fig. 7:**Architectural heritage assets in the vicinity.

### No. 1

**NIAH Reg. No:** 30813004

**Townland:** Townparks

Terraced three-bay two-storey house, built c.1830, with two-storey return to rear and single-storey extension. Building in use as a shop. Pitched tiled roof with rendered chimneystacks, one to rear wall. Cast-iron down pipe with hopper head. Ruled-and-lined render to walls with stuccoed quoins. Timber sash windows with stone sills. Integral carriage arch to northern end. Replacement timber panelled door to house. Late-twentieth century shopfront to ground floor with timber and glass recessed door flanked by display windows. Two-storey outbuilding. Building fronts directly onto the street. The façade is angled to follow the bend in the street.

**No. 2****NIAH Reg. No:** 30813003**Townland:** Townparks

Pair of terraced two- and three-bay three-storey houses, built c.1820, now used as a supermarket. Line of buildings angled to full curve of street. Pitched slate roofs with rendered chimneystacks and terracotta pots. Ruled-and-lined render to walls with rendered quoins. Late-nineteenth century timber sash windows to upper floors. Mid-twentieth century flat-panelled timber door and overlight. Integral carriage arch to south end. Ground floor converted to supermarket with and has glass and timber doors, timber display windows and rendered fascia with cast-iron lettering. Extension to rear. Fronts onto street.

**No. 3****Reg. No:** 30813002**Townland:** Townparks

Detached four-bay two-storey former store house, built c.1870, now a tourist information office. Hipped slate roof with rendered chimneystack. Random coursed limestone walls. Replacement timber casement windows with concrete lintels and stone sills. Replacement glazed timber door with voussoirs to segmental-arched opening with block-and-start jambs. Single-storey lean-to extension to west. Cut stone gate pier and cast-iron gate afford access to rear site. Structure fronts directly onto the street.

**SITE VISIT**

The area of the proposed development was visited in November 2020. The site of the proposed bus service facility upgrade is located on the south side of the N4 roadway and on the north bank of the River Shannon (Plate 1). The site comprises of a bus shelter/stop at the roadside with public toilets located to the immediate west. The ground slopes to the south where a walking path runs

along the river edge. A low stone wall runs E-W at the rear (south) of the public toilet facilities building (Plates 2 & 3).



**Plate 1:** Aerial view indicating the proposed development area.



**Plate 2:** View of existing bus facility from the east.



**Plate 3:** View of area from east with existing public toilet building and stone wall

The road leading north from the N4 is lined with modern buildings on either side with the Landmark hotel facing onto the N4 on the east and Cryans Hotel on the west. The wide footpaths and public spaces currently existing on either side of this road will be improved with landscaping including paving and street furniture.



**Plate 4:** Existing public green space at south end of road.



**Plate 5:** View of road running north from N4. Taken from south.



**Plate 6:** Aerial view indicating buildings where lighting will be enhanced.

### **Other Cultural Heritage**

The River Shannon itself is also an important cultural heritage asset. The contribution made by the inland waterways to the nation's heritage has been recognised in legislation and in the responsibilities for their upkeep given to bodies such as the OPW, Department of Arts, Culture and Heritage, The Heritage Council and Waterways Ireland.

As well as being of historical significance for the development of Carrick-on-Shannon, the Shannon also has value as a recreation and tourism amenity. It is rated as being of High significance for the purposes of this assessment.

## Likely Impacts

- 1. To undertake a Public Realm Improvements Scheme** within the Town, to enhance the existing streetscape between Cryan's Hotel and the Carrick Plaza Suites along Local road L3401-1. The nature of the public realm works includes, inter alia, the widening of footpaths, the provision of enhanced uncontrolled pedestrian crossings, the provision of new public lighting in addition to the existing lighting, to replace the existing road surface, to relocate the existing street furniture and signage, the provision of soft and hard landscaping measures and to alter the existing on street car-parking provision.
- 2. The Replacement of the existing Bus stop shelter with a covered structure** along the N4 on the Southern carriage-way that will shelter people waiting on or arriving by bus while equally providing shelter to enjoy overlooking the public space along the river edge. External seating and improved landscaping of the area to the rear of this covered structure and the river walk.
- 3. The Installation of a new covered bus shelter** along Local Road L3401-1 to the front of the Primary Care Building as a bus departure area.

### *Archaeology*

Works will not directly impact any upstanding monuments. As outlined above, the proposed works associated with the Public Realm improvement works and development of bus shelter facilities fall outside the Zone of Notification for the historic town (LE031:005) and in proximity to the fort (LE031:005001), former bridges (LE031:005004). An examination of the Ordnance Survey Maps indicate the area of the existing bus shelter contained a triangular shaped inlet on the northern bank of the River Shannon that was subsequently filled-in. Based on the location of the site there is a potential for previously unrecorded subsurface archaeology in the area of the proposed works at this location.

### *Architectural Heritage*

The proposed works will not impact on any architectural structures.

### *Other Cultural Heritage*

The likely impact, if any, on recreation and tourism is outside the scope of this assessment. However, the proposed works will not impact negatively on the character and setting of the river as it exists today.

**4. The Relocation of the existing ESB Networks Sub-station currently located in front of the Carrick Plaza Suites.**

### *Archaeology*

Works will not directly impact any upstanding monuments.

### *Architectural Heritage*

The proposed works will not impact on any architectural structures.

**5. Improvements to external lighting of the following protected structures: Costello Memorial Chapel, St. George's Church and St Mary's Catholic Church.**

### **Details**

Costello's Chapel - Upgrade of projector to LED projector

St George's Church - Upgrade of existing lights to LED -

St Mary's Church – New LED projection

### *Archaeology*

The lighting should avoid any disturbance of the fabric of the existing protected structure and should be approved in advance with all relevant authorities.

### *Architectural Heritage*

The works will be overseen by the conservation architect appointed to oversee the scheme.

No significant impacts are predicted as a result of the works, which are primarily upgrading of existing lighting.

**6. The provision of 16 No. Way Finding Signs to include additional hard/soft landscaping works in the vicinity of Sign No. 5 and 6 as indicated on the submitted documentation**

#### *Archaeology*

The location of way-markers should avoid any disturbance of the fabric of the existing protected structures.

#### *Architectural Heritage*

The impact of the works on the architectural heritage should be addressed by the conservation architects appointed to oversee the scheme.

The development of hard and soft landscaping in the vicinity of signs No. 5 and 6 is located within the zone of notification for the historic town. Details of any ground disturbance associated with these works should be discussed in advance with the heritage officer to ascertain if archaeological monitoring will be required.

### **RECOMMENDATIONS**

It is recommended that all ground disturbance proposed in the development of the existing bus shelter facility and any associated landscaping should be monitored by a suitably qualified archaeologist.

A conservation architect should examine any proposed lighting scheme associated with Protected Structures/Historic Buildings in the town.

The location of proposed information points should be selected to ensure they do not impact on Recorded Monuments or Structures within the town.

### **PLEASE NOTE...**

**Any recommendations contained in this report are subject to the ratification of the National Monuments Section, Department of Housing, Local Government and Heritage.**

**APPENDIX 1 FINDS FROM CARRICK-ON-SHANNON RECORDED IN NATIONAL  
MUSEUM OF IRELAND TOPOGRAPHICAL FILES**

<b>REG. NO</b>	<b>FIND TYPE</b>	<b>FIND PLACE</b>	<b>DESCRIPTION</b>
4990:78	Copper Alloy Ladle	St. Georges Terrace, Carrick	33 spoons and ladles
4585:W77	Bronze Spear Head	River Shannon, Corryolus	Leaf shaped spear head
1985:47	Polished stone axehead	River Shannon	Found at bed of River Shannon at Carrick under an old building
1974:25:1	Chert Scraper	Tully	Chert side scraper- broken at two places
1974:25:2	Chert retouched flake	Tully	
1974:25:3	Chert retouched flake	Tully	
1000:499	Wood & Iron slag fragments		
4418:W211	Bronze knife	Carrick-on-Shannon	Socketed bronze knife found in bed of river
4654:W146	Bronze spearhead	Carrick-on-Shannon	Socketed bronze spearhead. 36 small spearheads, javlin and arrowheads 117-152.
E186:67	Copper alloy suspension loop	Carrick-on-Shannon	Conjoined double ring attached to a mount with lug.
E186:66.2	Copper alloy chain	Carrick-on-Shannon	Consisting of one long ring with a smaller ring attached, a further series of 3 small jump rings is attached to one of the smaller rings.
E186.2	Copper alloy harness loop	Carrick-on-Shannon	Possible breeding loop with 2 strap ends for reins attached, one of which contains a

			fragment of leather. Decorated with dotted and geometric motifs.
E186:65	Copper alloy cheek piece	Carrick-on-Shannon	
4226:W19	Bronze sword	Carrick-on-Shannon	19 bronze broad leaf shaped sword blades, long and short numbered 1-19. 19 narrow in middle, hilt notches, handle piece plain, four rivet holes, 20 3/8 x 1 1/2
4789:W281	Raftory type 3a; tubular.	Carrick-on-Shannon	Retains fragment of wooden shaft
748:W276	Bronze spear butt	Carrick-on-Shannon	18 bronze tubes which probably formed the ferule ends of spears, numbered 274-291. 276 the longest and most perfect specimen, fine yellow metal.
8336:W16	Iron socketed spearhead,	Carrick-on-Shannon	Leaf shaped, peg holed spearhead

## **APPENDIX 2: PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS IN CARRICK-ON-SHANNON**

### **Attirory-Carrick-on-Shannon 03E1788**

The development at Attirory consisted of twelve houses, access and connection to the town's sewerage scheme. It was located just outside Carrick-on-Shannon, off the main Dublin Road. The site is close to the early medieval church site of Caldragh. Monitoring of all excavation works associated with the development was carried out during the first week of November. All work was carried out by machine. The topsoil was 0.2–0.25m deep, including the sod, and consisted of a dark-brown peaty clay. The subsoil was a compact grey/yellow clay with some stones. There was no evidence of any archaeological activity on the site.

### **Bridge Street, Carrick-on-Shannon 03E01637**

The development at Bridge Street consisted of a small extension to an existing shop unit, to the rear of the last building at the south end of the street before the bridge. The site is within the zone of archaeological potential for the post-medieval town of Carrick-on-Shannon. Monitoring of excavation works was carried out on 30 October 2003. The existing concrete surface rested directly atop natural subsoil consisting of a compact grey clay with small stones. It was excavated to a depth of 0.3–0.4m. There was no evidence of any archaeological activity on the site.

### **County Hotel, Bridge Street, Carrick-on-Shannon 03E0652**

The development, including underground parking, shop units and apartments, fronts onto Bridge Street and backs onto Quay Lane. It is located within the zone of archaeological potential for the post-medieval town of Carrick-on-Shannon. As the development was piled, it was not tested until after the piling was complete, thus necessitating monitoring of the material removed from the bored piles. Once the piling was complete, testing was carried out on 22 September 2003. Throughout the course of the piling, no archaeological finds or materials were identified, the only material recovered being modern or early modern in date.

Two trenches were then excavated across the site, likewise revealing no evidence of archaeological activity.

#### **Dublin Road, Carrick-on-Shannon 02E0039**

Monitoring was carried out at Dublin Road, Carrick-on-Shannon, Co. Leitrim, on 13 November 2003. The development originally involved the construction of a mixed-use building with retail and apartment units and a basement storage unit to the rear of Coffey's Pastry Shop on the Dublin Road. The development is within the zone of archaeological potential for the medieval town and near the site of Carrick Castle. During work carried out in February 2002 (Excavations 2002, No. 1051), a foundation wall, c. 0.8m thick, was found to the east of the site. It was recommended that all further groundworks be monitored. The original plans were redrafted excluding the basement, to mitigate any negative impact on archaeological features. Monitoring took place of the mechanical excavation of two trenches to determine the location of two service pipes, a foul sewer and a storm drain. Both trenches exposed a dark-brown, silty peat layer with modern inclusions. No finds or features of archaeological significance were exposed.

#### **Dublin Road, Carrick-on-Shannon 03E0898**

The site of the development was a small plot between two buildings on the Dublin Road, Carrick-on-Shannon, located within the zone of archaeological potential for the post-medieval walled town. The development included an extension to the adjacent shop. Testing took place on 21 June 2003. Three trenches were excavated by machine to the level of undisturbed natural. They measured 5m, 9m and 10m long by 1m wide. All were excavated to a depth of 1–1.2m. No archaeological remains were uncovered.

#### **Main Street, Carrick-on-Shannon 03E0442**

Testing was undertaken in advance of development at Main Street, Carrick-on-Shannon, Co. Leitrim. The site is on the northern side of Main Street, beside the Catholic church. Testing consisted of the machine excavation of four trenches. It revealed a 0.6m layer of fill overlying a dark-grey silty clay, typical of the general

area. No features or artefacts of archaeological interest were uncovered during the course of testing.

### **Bush Hotel, Main Street, Carrick-on-Shannon 03E1193**

The site was located to the rear of the Bush Hotel, Main Street, and within the zone of archaeological potential for the post-medieval town of Carrick-on-Shannon. The development included a small extension to the hotel and the an extension to the carpark. Testing was carried out on 6 September 2003. No archaeological features or finds were uncovered during the course of the excavation.

### **Attirory, Carrick-on-Shannon 04E0133**

Monitoring of ground disturbance at two fields was carried out in the townland of Attirory on the east bank of the Shannon in advance of the construction of 38 houses and associated services. Fourteen trenches were excavated across the site using an excavator fitted with a toothless grading bucket. Thin peaty topsoil sealed natural light marl across the site. A single trench was dug by hand across an earthen platform at the north-western corner of the eastern field. A rough stone surface was revealed, crossed by a stone-lined gully. This is interpreted as the remains of a cattle byre. A small building is shown here on the second-edition OS map. Nothing of archaeological significance was recorded.

### **Bridge Street, Carrick-on-Shannon 04E01357**

Testing was undertaken in advance of development to the rear of Bridge Street, Carrick-on-Shannon, on 19 and 20 October 2004. The site is located within the zone of archaeological potential of Carrick-on-Shannon (SMR 31:5(04)). Much of the site had been used as a compound/store during the construction of an adjacent apartment development to the east, at which time the surface was covered with geotextile material and a layer of hardcore (up to 0.85m thickness). Six trenches were excavated by machine within the former compound area. Below the geotextile material lay a peaty deposit that was c. 0.32m in thickness in the northern area of the site and c. 2.1m in the southern area. This lay upon a soft creamy-grey marl. Nothing of archaeological interest was revealed.

Additional parts of the site could not be tested in advance of the planning application.

#### **Townparks, Carrick-on-Shannon 04E0070**

Testing was undertaken beside the N4 town bypass at Townparks, Carrick-on-Shannon, Co. Leitrim. The settlement of the town dates to the early 17th century, although there are some 16th-century references to a fording point on the River Shannon. The development is within the limits of the designated area of archaeological potential (SMR 31:05) and in an area of the town that was subjected to reclamation works in the late 1970s. Four trenches were excavated by machine within the general area. This revealed a c. 0.87m layer of reclamation fill overlying a shallow depth of peat. The latter, which lay directly upon a grey marl subsoil, represents the pre-reclamation ground surface. No features or artefacts of archaeological interest were uncovered.

#### **Bridge Street, Carrick-on-Shannon 04E01488**

This development involved the demolition of additions to a Georgian building on the main street of Carrick-on-Shannon,. The street-front building seems to be a clean Georgian townhouse not incorporating any earlier build. The demolished rear buildings seemed to be of post-1830 vintage and most were quite recent. The development works were monitored over four days in January and February 2005. Beneath the level of the former floor there was a dump of large stones and soil that had been used to raise the level of the site by 1–1.5m. The material around the stones was a wet, dark, dirty soil, not of archaeological origin, but derived from the subsoil of hereabouts. A number of deep holes for structural supports were dug to 2–2.5m below the level of these stones. These gave no indication of archaeology.

#### **Attirory, Carrick-on-Shannon 04E0133**

Monitoring of topsoil removal was carried out on a residential development site at Attirory, Carrick-on-Shannon, Co. Leitrim, in December 2006. The site is located on the east bank of the River Shannon and the topography consists of dry high ground sloping down to the south and west, where it becomes wet and

waterlogged. The topsoil averaged just 0.1m in thickness and overlay yellow/grey sandy clay subsoil. Four burnt spreads were uncovered on low-lying ground in the southern part of the site. These were composed of typical fulachtfiadh material, burnt heat-shattered stones and loose black organic soil with moderate inclusions of charcoal. The largest spread measured 9m by 4m, while the smallest measured just 4m by 3m. Three of the spreads were located on the line of a proposed service road skirting the southern edge of the development. The fourth was located slightly further south in an area designated as open space. Preservation in situ was recommended. Half a quernstone (0.38m by 0.18m by 0.075m) was found in the topsoil in the northern part of the site. The presence of a D-shaped bullaun stone in the nearby church site presents further evidence of milling activity in the area.

#### **Attirory, Carrick-on-Shannon 06E0344**

Located in Attirorytownland on the south side of Carrick-on-Shannon, just off the main Dublin Road. The proposed development site comprises a large plot of land defined by the River Shannon on the west and by hedgerows to the north, south and east. The site slopes from east to west down to the river. The only known monument in the vicinity is the early medieval church site at Caldragh (LE031-039), located over 100m to the east. All of the topsoil located within the areas to be directly affected by the proposed development was stripped in March/April 2006. The topsoil was a mid-brown silty clay with inclusions of small to medium stones and modern crockery and a depth of 0.25-0.45m. The topsoil sealed the natural subsoil, a compact stony clay varying in colour from light-grey/brown to light-orange/yellow. A single potential archaeological feature was revealed, assessed and determined to be of modern origin.

#### **Main Street, Carrick-on-Shannon 06E0117**

The site was located to the rear of the Silver Swan bar, at the corner of Main Street and Priest Lane, Carrick-on-Shannon, Co. Leitrim. The proposed development involved the refurbishment of the pub and the addition of a basement level. The only portion of the proposed development requiring excavation was an 8.5m by 6m area to the rear of the existing building. The area

was until recently covered by a small extension to the existing premises. This extension is to be rebuilt over a basement. Given the small size of the area to be affected and its relative inaccessibility, a single trench measuring 7m by 1m was excavated by machine diagonally across the area. There was no evidence of any archaeological finds or features within the area excavated.

**Townsparks, Carrick-on-Shannon 20E0070**

Archaeological monitoring of ground disturbance associated with Public Realm Improvements was undertaken at two locations in 2020. The works were concentrated at Flynn's Field in the centre of the town and 'The Boardwalk' along the River Shannon in the south-east of the town. In both locations made-up ground /fill material was located below the surface and extended for a considerable depth. Nothing of archaeological significance was encountered.

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