

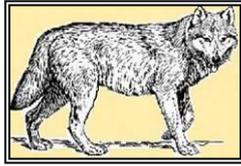
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**DRAFT** ARCHAEOLOGICAL IMPACT ASSESSMENT  
REPORT ON COOTES LANE TO RING ROAD ACTIVE  
TRAVEL SCHEME  
KILKENNY CITY, CO. KILKENNY  
Author: Colm Flynn, Archaeological Consultant  
Client: Kilgallen CE / Kilkenny County Council  
Date: Mar 2022

#### ABSTRACT

This report details the results of an archaeological impact assessment for the proposed Cootes Lane to Ring Road Active Travel Scheme, Kilkenny City, Co. Kilkenny.

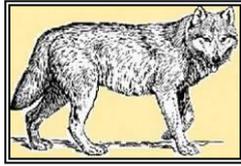


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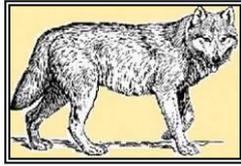
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## 1.0 Introduction

This Archaeological Impact Assessment Report has been completed by Colm Flynn of Colm Flynn Archaeology in relation to the proposed Coote's Lane to Ring Road Active Travel Scheme, Kilkenny City (from 650494E, 655105N, in the east to 649951E, 654783N, in the west, see Figure 7-8 & Plate 1). The report assesses the possible and likely impacts that the proposed development may have on the existing archaeology. The research that forms the basis of this report is influenced by the Urban Archaeological Survey of Kilkenny (Bradley, 1984), Kilkenny City Walls Conservation Plan (Heritage Council, 2005), and the Kilkenny Archaeological Project (KKAP, 2008). Recommendations are contained within this report to ameliorate any impact the proposed Coote's Lane to Ring Road Active Travel Scheme may have on the archaeological heritage. This report was commissioned by Kilgallen & Partners CE on behalf of Kilkenny County Council to fulfil planning requirement Section 8 of the Planning and Development Act 2000.

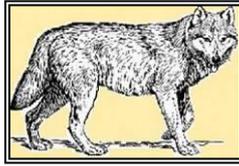
This report examines the construction effects of a proposed new Active Travel Scheme including the construction of a new cycle and pedestrian bridge, based on desktop research (non-invasive methods). The report assesses the existing archaeological and historical background of the receiving environment, and examines the proposed construction methodology, and establishes if this activity will likely result in any impact on known or unknown (subterranean) archaeology.

This report has been prepared according to the following documents:

- Framework and Principles for the Protection of Archaeological Heritage (DAHG, 1999).
- Guidelines on the Information to be contained in Environmental Impact Statements (EPA 2002, 2003, 2017).

Any impacts that the proposed development may have on the existing archaeology were assessed as direct or indirect, and positive or negative in nature. The significance of any impact was judged depending on whether the impact was to the entirety or a portion of an archaeological site, or archaeological feature. Each impact was classified according to Environmental Protection Agency guidelines (2017) as set out below:

- Profound: this applies where mitigation would be unlikely to remove the adverse effects. These profound impacts arise where an archaeological site is completely and irreversibly destroyed by a proposed development.



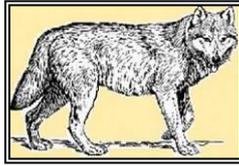
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- Significant: this applies when an impact which, by its magnitude, duration or intensity, alters an important aspect of the archaeological feature/site. An impact like this would be where part of a site would be permanently impacted upon, leading to a loss of character, integrity and data about the archaeological feature/site.
- Moderate: this applies when a change to the site is proposed which though noticeable, is not such that the archaeological integrity of the site is compromised, and which is reversible. This arises where an archaeological feature can be incorporated into a development without damage and that all procedures used to facilitate this are reversible.
- Slight: this applies when the proposed works will result in an impact which causes changes in the character of the archaeology which are not significant or profound and do not directly impact or affect an archaeological feature or monument.
- Imperceptible: this applies when the proposed development will have an impact on the archaeology capable of measurement but without noticeable consequences.
- Uncertain: this applies when the extent or nature of possible impacts on archaeological is unknown. This is particularly relevant where the extent of the known archaeology within the proposed development area has not been established.

This archaeological assessment concludes that the proposed development will not directly impact on any known and legally protected archaeology. However, the proposed development will see a new cycle bridge being constructed in proximity to an archaeological site identified as a post medieval river crossing, at the Breagh River near the Ring Road. As this archaeological site had not been identified prior to this assessment, it is not included in the Record of Monuments and Places. The Coote's Lane to Ring Road Active Travel Scheme will have a slight impact on the archaeological heritage of the area.

Consequently, archaeological mitigation measures are recommended as below:

- Pre-construction Written and Photographic surveys of any sections of historic limestone boundary walls along Coote's Lane, that will be impacted by the works.
- Pre-construction wade and riverbank survey of location of works at the Breagh River.
- Construction stage archaeological monitoring of groundworks near the Breagh River.



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## **Sources and Methodology**

Archaeological sites identified during the research or the site inspection for this report were assigned Archaeological Heritage numbers (AH XX) for the purposes of this report.

### *Site Visit / Inspection*

During the site visit / inspection the author assesses the extant ground conditions of the proposed development and its environs, and establishes if any known archaeological sites will be impacted by the proposed works. The site visit resulted in photographic records, notes and measurements being taken.

### *Record of Monuments & Places (RMP)*

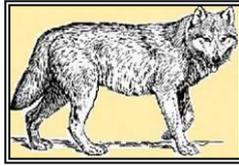
The RMP is a list of archaeological monuments, generally predating AD1700, known to the National Monuments Service (NMS). This list was in many cases based initially on cartographic, documentary and aerial photographic sources. By inclusion in the RMP an archaeological site is protected by law under the National Monuments Acts (1930-2004). Any works that may impact on an RMP site has to be approved by the NMS prior to the work commencing. Each entry in the RMP receives an individual identification number with a two letter prefix which denotes the county that the archaeological site is in (e.g. the RMP number for Kilkenny City is KK019-026).

### *Topographical Files*

The topographical files of the National Museum of Ireland were consulted for this report. The topographical files identify recorded stray archaeological artefacts that have been donated to or purchased by the State in accordance with National Monuments legislation. The files are given individual numbers, and are identified by townland, and county, and in urban locations, by street number, street, and townland. The proposed development is situated in Maidenhill and Walkinslough townlands and the Topographical Files does not contain any entries for these townlands.

### *Archaeological Excavations Database ([www.excavations.ie](http://www.excavations.ie))*

The Archaeological Excavations Database was consulted for this report. This database lists all archaeological excavations carried out in Ireland that were licensed under the National Monuments Acts. The Database is organised on a county by county basis, and allows for searches of individual addresses and street names in an urban context. The excavations that



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were carried out in Maidenhill and Walkinslough townlands that are relevant to this project are outlined in Section 4.

#### *National Inventory of Architectural Heritage*

The National Inventory of Architectural Heritage (NIAH) is an ongoing survey commissioned by Department of Housing, Local Government and Heritage. 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. The proposed development does not impact on any NIAH sites.

#### *Kilkenny City and County Development Plan 2021-2027*

Kilkenny County Council have previously published the Kilkenny City and County Development Plan 2021-2027. This plan was consulted for this project. It contains a list of buildings called the Record of Protected Structures (RPS) which are protected by law under Part IV of the Planning and Development Act 2000. Developments which affect buildings on the Record of Protected Structures must be approved by the appropriate planning authority.

The stated strategic aim of the Kilkenny City and County Development Plan 2021-2027 is:

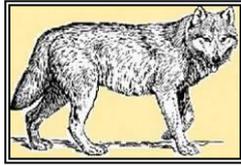
‘To seek the protection and sustainable management of Kilkenny’s heritage for the benefit of current and future generations; to encourage the collection of knowledge to inform its protection; and to promote access to, awareness of and enjoyment of heritage.’

The proposed Coote’s Lane to Ring Road Active Travel Scheme does not impact on any RPS sites.

#### *The Urban Archaeological Survey:*

The Urban Archaeology Survey was established in 1982 to record known information relating to Irish towns and to present it to the public. One of the main objectives was to produce a zone of archaeological potential, based on the available evidence, which could be used for planning purposes. Historical sources of information were compiled and known archaeology of the towns was evaluated. The Urban Archaeological Survey of County Kilkenny prepared by John Bradley was published in 1993 for the Royal Irish Academy, and was consulted for this report. The proposed development area is situated outside the zone of archaeological potential of Kilkenny City, identified in the Urban Archaeological Survey of Kilkenny.

#### *The Kilkenny Archaeological Project*



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The Kilkenny Archaeological Project (KKAP) is a Heritage Council and Kilkenny County Council funded project, compiled by Kilkenny Archaeology, and John Bradley, to publish information on the over 250 archaeological excavations carried out in Kilkenny City since 1968. This resource was consulted in detail, to help identify the known archaeological heritage in the environs Coote's Lane.

#### *Literary Sources*

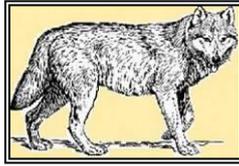
Various literary and online sources were consulted, a full list of which is provided in the bibliography. The journal of the Kilkenny Archaeological Society, published as the Old Kilkenny Review was consulted for this report, and provided valuable information on the historical development of the study area.

#### *Cartographic Sources*

A wide range of maps were consulted, including the Down Survey (1650s), private surveyors maps from the 18<sup>th</sup> century including Rocque's Map of Kilkenny (1758, see Figure 3) which is the earliest surviving detailed map of Kilkenny City, and Ordnance Survey maps dating from the mid-19th century onwards (see Figure 4-5).

## **2.0 The Proposed Development**

The Coote's Lane to Ring Road Active Travel Scheme, Kilkenny City, will involve the upgrading of the existing pedestrian pathway along Coote's Lane, the removal of the existing boundary and creation of a ramped shared surface between Coote's Lane and College Square, new landscaping, path finishes and kerbing, and a new pedestrian and cycle bridge at the Ring Road. The proposed works will see alterations to the existing ground materials along Coote's Lane and particularly where the new bridge will be constructed over the River Breaghagh at the Ring Road. The project will result in improvements to the pedestrian streetscape and an increase in pedestrian and cycle travel from the Ring Road to Kilkenny City. The project will include new carriageway and pedestrian paving and kerbing, landscaping and street furniture upgrades, and associated underground services upgrades. All of the proposed construction works for this project will take place outside of the archaeological constraints area for the Historic City of Kilkenny, which is contained in the Record of Monuments and Places (RMP No. KK019-026).



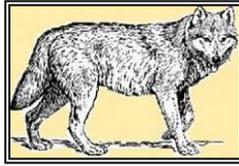
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Figure 1 Showing location of proposed Coote's Lane to Ring Road Active Travel Scheme (after Kilgallen CE).

### 3.0 Location

The proposed development site at Coote's Lane is an existing vehicular and pedestrian streetscape, in Kilkenny City in the townlands of Maidenhill and Walkinslough, Shillelogher Barony (from 650494E, 655105N, in the east to 649951E, 654783N, in the west, see Figure 1-4 & Plates 1-7). Coote's Lane acts as the townland boundary between Maidenhill and Walkinslough, and is depicted as such on historic Ordnance Survey maps of the area.



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Figure 2 Showing aerial image of Coote's Lane to Ring Road Active Travel Scheme, Kilkenny.

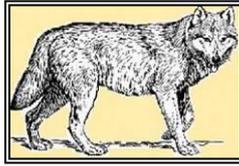
#### **4.0 Archaeological & Historical Background**

##### *Topography*

The underlying bedrock geology of Kilkenny City and its environs consists of limestone and calcareous shale that formed during the Carboniferous age (circa 530-390 million years ago). The proposed development site at Coote's lane an existing urban and suburban setting comprising tarmac road and path surfaces, and nineteenth to 21<sup>st</sup> century stone and concrete walls. The development area is on the townland boundary between Maidenhill and Walkinslough in Kilkenny City. Coote's Lane was outside of the medieval city and remained rural and largely undeveloped, until the twentieth century, as evidenced by examining historic Ordnance Survey maps of the area.

##### *Prehistory*

Little is known about the pre-Christian history of the area of modern-day Kilkenny City. Archaeological evidence of Mesolithic (7000-4000 BC) activity near the River Nore in Kilkenny City is supported by the discovery of a Mesolithic flint tool called a microlith, that was found in 2001 by archaeologists near Bateman Quay (Lohan 2005). Archaeological monitoring of works for the Kilkenny River Nore Flood Alleviation Scheme resulted in the recovery of several Mesolithic flint tools, and a Neolithic polished stone axe (Excavation Licence No. 01E0909 Ian W. Doyle). Although there are no known archaeological settlement sites dating from the Neolithic (4000-2000 BC) known in Kilkenny City, a Bronze Age (2000-800 BC) house site



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consisting of a post and wattle structure and a fish trap were excavated at John's Bridge, Kilkenny (Doyle 2003). Excavations of Fulacht fia in Dukesmeadows indicate hot stone activity was taking place in Kilkenny City in the Bronze Age (Excavation Licence No. 02E1237 Paul Stevens).

#### *Early medieval (500-1169 AD)*

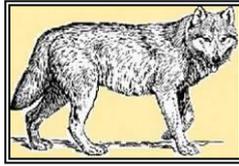
Kilkenny City originated in the fifth or sixth century as an Early Christian settlement. This settlement was established on and around several rises or hillocks situated on the west bank of the River Nore. These rises or hillocks provided commanding views over the surrounding area, and would eventually house St. Mary's Church, St. Canice's Cathedral, and Kilkenny Castle.

The first church in Kilkenny City was St. Patrick's – represented today by a D-shaped graveyard in Patrick Street. By the seventh century, however, the influence of this church was eclipsed by the new church of St. Canice at the northern side of the present-day city.

Kilkenny City, the principal town of County Kilkenny, is situated on the confluence of the Breaghagh and Nore rivers. This location has been of paramount importance to the development of the town, which received its first charter in the thirteenth century. Two separate derivations have been suggested for the name of the city; the Church of St. Canice, "or the wooded head or hill near the river."

Recent archaeological excavations have provided some evidence of early medieval activity in and around Kilkenny City. Excavations carried out by Patrick Neary (Archaeological Licence No. 06E0075), Andrew Gittins (Archaeological Licence No. 02E0845), and by Coilín Ó Drisceoil (Archaeological Licence No. 06E0306), at Coach Road, Kilkenny, identified an earthen bank, human skeletal remains, and evidence of antler working, all believed to date to the early medieval period. Excavations by Judith Carroll and John Tierney for the Ormonde Hotel and Leisure Centre, and Ormonde St. development identified possible early medieval human burials (Archaeological Licence 97E0468).

It is likely that St. Canice's followers or disciples introduced his cult to the area. Canice's principal church was at Aghaboe in Co. Laois. Both Aghaboe and Kilkenny were within the territory of an ancient people known as the Osraige ('Deer People'). During the 6th and 7th centuries the tribal grouping that controlled Aghaboe, who became known as Mac Gilla Pátraic or FizPatrick, expanded their power to Kilkenny and founded a monastery there. In subsequent years a town developed around the monastery of St. Canice's. Remains of this monastic



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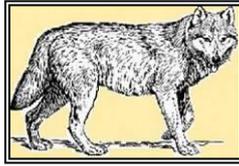
period may be identified in the presence of the round tower and the evidence of a previous Romanesque Cathedral.

#### *Medieval (1169-1550 AD)*

After the Norman invasion of 1169, Strongbow established a camp outside the precincts of the church of St. Canice's, on the southern bank of the Breagh River. This fortification was later to form the nucleus for the development of the City of Kilkenny. In 1173, Donald O'Brien forced Strongbow to retreat to Waterford. This was only a temporary setback for the Normans. In 1189, William Marshall came into possession of Strongbow's Leinster lands by marrying Strongbow's daughter. William Marshall was subsequently appointed to the Chief Governorship of Ireland. Through this appointment, Kilkenny was to become one of the most important political towns in Ireland in the medieval period. Marshall began building a castle in Kilkenny in 1195. This became the focal point for Kilkenny Hightown. The original town around the existing monastery became known as Irishtown.

Irishtown and Hightown had different municipal authorities. Irishtown was governed by the Bishops of Ossory, while Kilkenny Hightown was controlled by Marshall. In 1207, Kilkenny received its first charter, which protected its trading rights. Around this time Marshall purchased land from the Bishop of Ossory to facilitate the expansion of Kilkenny City. This land was situated to the south of the Breagh River and to the north of Kilkenny Hightown. The land was to incorporate a continuation of Hightown, with shops and dwellings facing onto the street, and burgage plots which were to be 20ft wide, situated to the rear of these buildings (Bradley 2000, p2). At some time in the thirteenth century the earlier defensive features of Hightown were replaced with masonry walls and stone gates. Prior to this time they consisted of an outer fosse and earthen banks, possibly topped with timber palisades. Evidence of this outer fosse (ditch) was identified during archaeological excavations (E535) by John Bradley and Heather King at the western end of Ormonde St.

During the early part of the thirteenth century, the town grew dramatically; three monasteries including the Black Abbey were built, as were St. Canice's Cathedral, and a parish church. Following the arrival of the Franciscans to Kilkenny in 1230 AD, St. Francis Abbey was one of the three monasteries founded in the city (circa 1234 AD), when Richard Marshall 3rd Earl of Pembroke was given a royal grant. St. Francis Abbey grew throughout the fourteenth century, due to income derived from leases and burial rights. Buildings were added to the abbey, and



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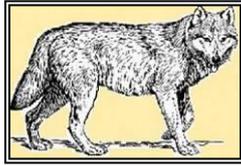
such was its prestige, it held the Provincial Chapters of the friars in 1267 and 1308 (Williams 2007, p10-13).

Although it is not known when the first masonry town defences were constructed around Hightown, Kilkenny City, it is likely that Hightown had walled defences from the thirteenth century. Surviving records from the Calendar of Deeds relating to Ireland indicate that nine separate grants for murage (which was a toll for the upkeep and repair to the town walls) were issued to the inhabitants of Kilkenny City between 1250-1460.

During the medieval period the proposed development area at Coote's Lane was outside of the city walls that marked the location of the limit of the medieval city, that was defended by a number of mural towers; the closest being Talbots Tower. Several gates in the town walls allowed access into the medieval city. The closest gates to the proposed works were at Patrick's Street and Friary Street (then called Walkin's Street). We know that the hinterland around the medieval city was used for farming, hunting and for social activities. The surrounding environs of the city was farmland and crop fields, and the Liberties of the city, which would have attracted those looking for work in the city. At the southwest end of the Coote's Lane is the Breagh River. This river notoriously swells during heavy rain in winter months, and as a result the area around the Breagh was not considered suitable for habitation. The commonage, i.e. the land held in common by the burgesses of the town, stretched for two miles outside the town walls. Its use was strictly controlled. Digging was prohibited and tenants were required to keep the land 'playne and grene' so that it could be used for shooting and archery by the townspeople (Bradley 2000, 18). This commonage outside the town walls was in place until the expansion of the town in post medieval period. Fields for grain-growing and mills for flour-milling constituted an important part of the medieval economy of Kilkenny and its hinterland.

#### *Post medieval (1550-1700)*

During the fifteenth and early sixteenth centuries, Kilkenny continued to prosper, although the religious wars of the seventeenth century caused severe damage and loss of life to the city. Between 1536-41, Henry VIII dissolved the monasteries and St. Francis Abbey was granted to Walter Archer the Sovereign of the City and to the Corporation of Kilkenny, while Blackfriars was granted to the Corporation of Kilkenny, on condition that they provide accommodation to the Chief Governor. Towards the end of the sixteenth-century, both municipalities in Kilkenny,



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Kilkenny Hightown and Irishtown, became a single municipal entity. Subsequently in 1690, James I made Kilkenny a free City.

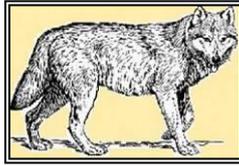
The Confederation of Kilkenny (Confederate Parliament) was the title given to the alliance between the native Irish nobility and the Catholic Anglo-Irish lords of the Pale in support of Charles I against the Parliamentarians. The years of the Confederacy were to give Kilkenny enormous prosperity and wealth and it ended unable to come to an agreement, with one faction supporting the Papal Nuncios position of war and the other faction suing for peace. In the aftermath of the collapse of the Confederacy, Kilkenny began to decline in both economic and political powers. This process was further exacerbated by Cromwell's siege of 1650, when the City was ravaged by plague and was only able to put up a limited resistance. Due to the City's involvement with the Confederacy, much of the property was confiscated. On the restoration of Charles II in 1660, some of the property was returned to the citizens.

The late sixteenth and early seventeenth centuries had proven to be a time of relative prosperity with an accompanying phase of building. Several of the surviving merchant houses of Kilkenny, such as Rothe House, were built during this period. Economic development during the sixteenth and seventeenth centuries was based on Kilkenny's rich agricultural hinterland, and principally upon cattle and grain production. Industrial use of the rivers Nore and Breagagh intensified with the construction of several new mills and the development of a brewing industry. A river crossing (AH01) was identified at the northern end of the proposed works area in the Breagagh River in Maidenhill townland. It is possible that the river crossing AH01 was constructed in the seventeenth century as part of the attempts by the city authorities to develop trade and commerce through improved transport links.

#### *Early modern (1700-1900)*

During the eighteenth and nineteenth centuries, Kilkenny remained a large provincial town but did not expand to a large extent. Kilkenny was never to regain the prestige or power that it had experienced during the medieval and later medieval periods. However, the industrial use of the Nore and Breagagh continued with the construction of several new mills, the introduction of new treatments for textiles and the development of a brewing industry in the 17th and 18th centuries.

Although Rocque's Map of Kilkenny (dating to 1758, see Figure 3) does not extend enough outside the city to show the location of Coote's Lane, it does depict farmland and orchards in



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the environs of the west of the city, confirming that this part of the city had not been developed in the mid eighteenth century.

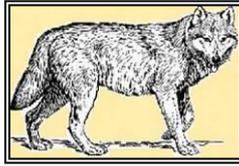


Figure 3 Extract from Rocques Map of Kilkenny dating to 1758 showing farmland at west side of city.

The census of 1777 records the number of houses in Kilkenny was as 2274 (Tighe, p 463). Tighe calculates the population of Kilkenny City as 14975 in 1801, and he gives the population of St. Mary's Parish as totalling 2861, consisting of 1149 females and 1712 males (ibid, p 461). At this there were 2870 houses consisting of 2035 cabins, 431 two storey houses, and 404 three storey (and higher) houses, in Kilkenny City in that year (ibid, p462).

The construction in 1817 of the new Cork Road (Ormonde Road), Kilkenny City, which is situated to the north of Coote's Lane, was part of the municipal authority's desire to create a wider routeway to facilitate trade and traffic from the south. This new road also allowed for the planned expansion of Kilkenny to the west and south.

The first edition 6" to a mile scale Ordnance Survey maps of the area date to 1839-40. This map depicts the area of Coote's Lane as an existing roadway or lane that follows the layout of the extant Coote's Lane, with farmland on either side. The lane is named as 'Water's Lane' and is also identified as the 'Municipal Boundary'. Several buildings are depicted immediately north and south of the land and also in the fields to the north of 'Water's Lane' on this map. The buildings in the fields north of the lane are labelled 'Rose Cottage' and 'Rose Hill House'. A possible kiln (AH02) is indicated on this map just north of 'Water's Lane'. This possible kiln



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AH02 is depicted as a ring-shaped symbol, and is used to signify a lime-kiln in many first edition Ordnance Survey maps.

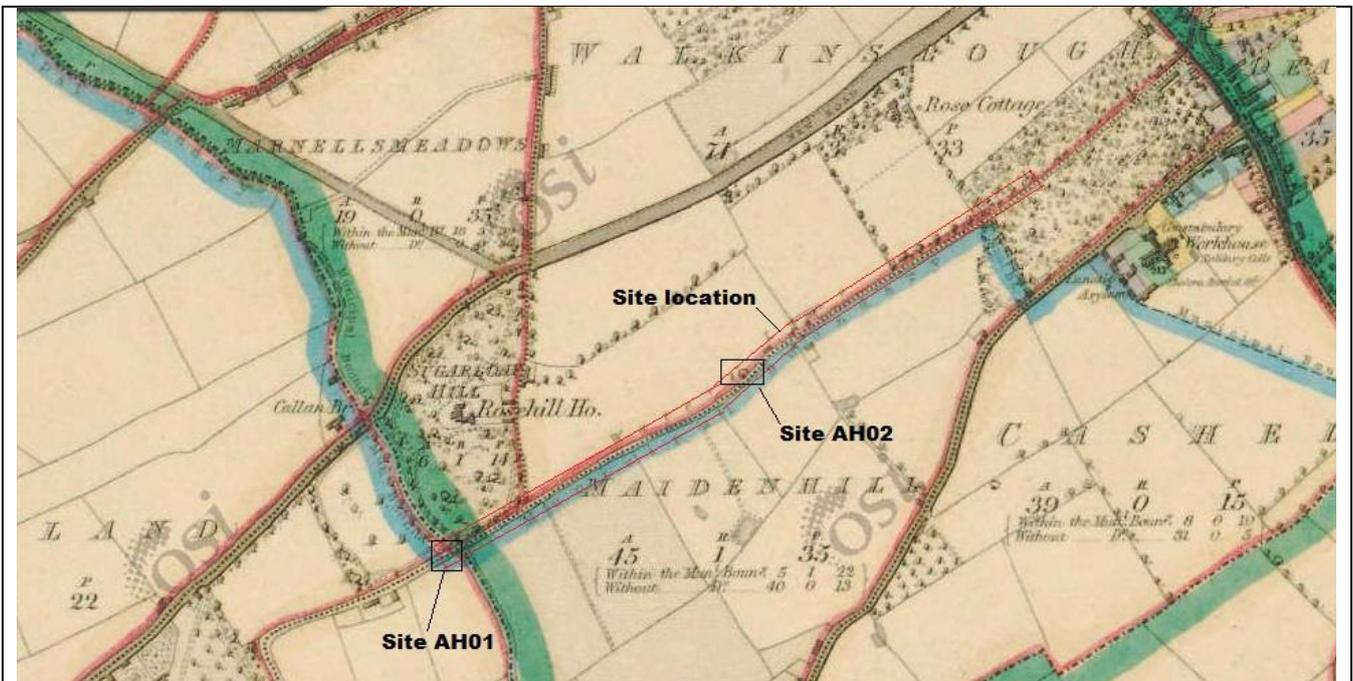
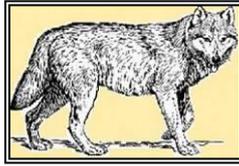


Figure 4 Extract from 1<sup>st</sup> ed OS map of area dating to 1839 showing site location

The Primary Valuation of Ireland (known as Griffiths Valuation) was published between 1847 and 1864 and was the first full-scale valuation of property in Ireland. It utilised the first edition 6" to a mile Ordnance Survey Maps of Ireland (1830s onwards) and calculated property rates accordingly (see Figure 5 below). Griffiths Valuation also used the most up to date census information to establish the function and associated value of buildings. Griffiths Valuation records Coote's Lane as 'Water's Lane' and tells us that the land holdings to the north of lane in Walkinslough were within the city confines and comprised mostly houses and yards, with one planted forest owned by Joshua Lyster Esquire described as 'nursery'. The other landowners are listed as Bridget Purcell, John Fennessy, Miss Elizabeth Flood and Richard Sullivan Esquire.



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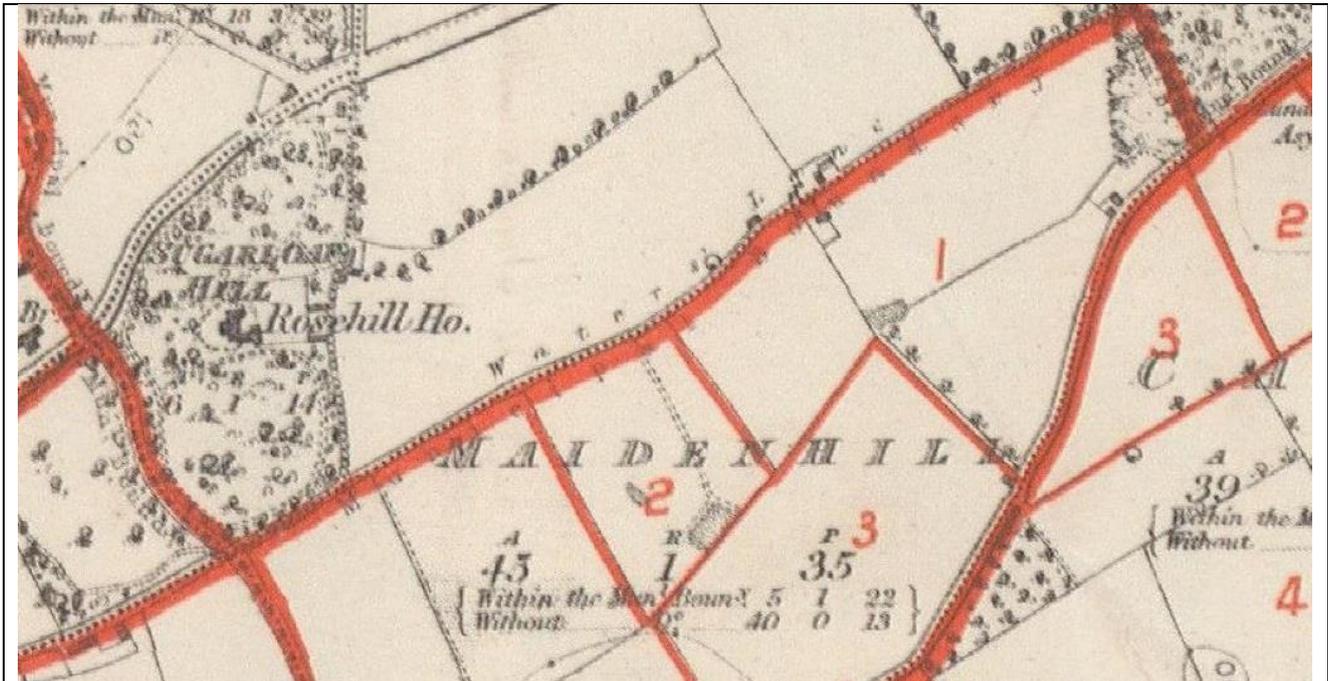
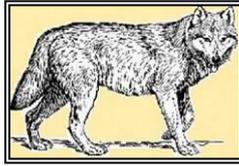


Figure 5 Extract from Griffiths Valuation map of Kilkenny showing development location at Coote's Lane (Water's Lane).

The early twentieth century first edition 25" to a mile scale Ordnance Survey maps of Kilkenny date to circa 1900 (see Figure 6). In this map the lane is named as 'Coote's Lane' and not 'Water's Lane'. The map for the area of Coote's Lane depicts some important changes from the earlier Ordnance Survey map. Several quarries are depicted to the north of the lane. These quarries are annotated as 'sand pits, disused' on the map. The location of the possible kiln AH02 is now one of these quarries. If this kiln AH02 had been used for lime, it may have been rendered redundant once the local source of lime was exhausted. The buildings that were along the lane to the north and south on the earlier Ordnance Survey map have since been removed and are not depicted on Figure 6. The river crossing AH01 is depicted on this map as is a narrow bridge that is annotated as 'foot bridge'. This foot bridge is to the north of the river crossing AH01.



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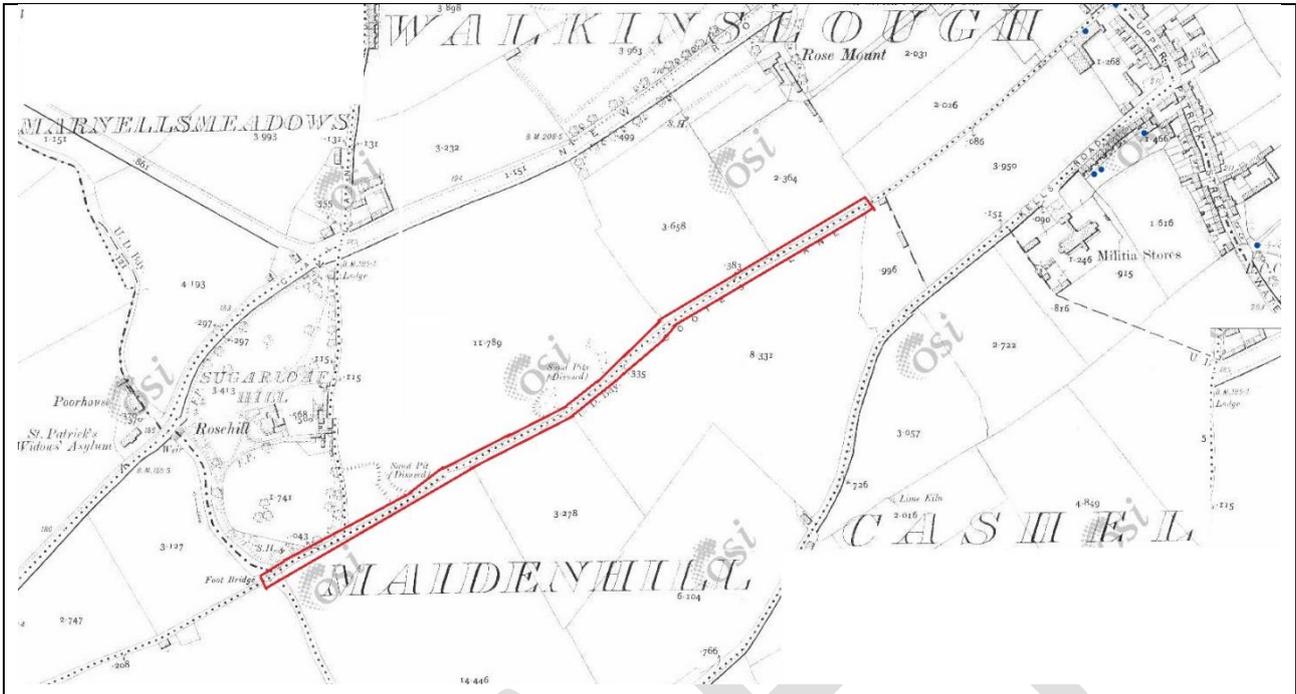
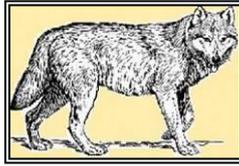


Figure 6 Extract from first edition 25" to a mile scale Ordnance Survey map showing development area.

#### *Known Archaeological Sites*

The proposed development location is outside of the Zone of Notification for the known archaeological site RMP No KK019-026 that is identified as the historic town of Kilkenny. The development will not take place in the vicinity of any other known and legally protected archaeological sites.

Archaeological RMP number / UAS number	Location	Description	Impact Assessment	Proposed Strategy	Mitigation
KK019-026	Kilkenny City	Medieval City of Kilkenny contained within city walls including Friary St.	No impact	Construction stage Archaeological Monitoring of ground disturbance works.	



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Archaeological RMP number / UAS number	Location	Description	Impact Assessment	Proposed Mitigation Strategy
AH01	River Breaghagh at west end of Coote's Lane	Post medieval cobbled river crossing visible at low water levels.	Slight impact	Avoidance. The project will be designed to avoid direct impacts on the river crossing.  Pre-construction archaeological wade and bank riverine surveys of the Breaghagh where the new bridge will be constructed.  Archaeological monitoring of construction works for the new bridge at the Breaghagh.
AH02	Possible kiln on north side of Coote's Lane on historic mapping			

Table 1: Record of Monuments and Places monuments in the vicinity of the scheme.

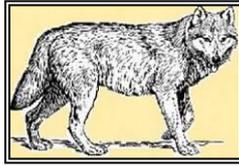
The historic town of Kilkenny RMP No KK019-026, includes the extent of the medieval town of Kilkenny as defined by the City Wall (KK019-026001), stretching from south of Kilkenny Castle in the southern extent, to Irishtown in its northern extent.

The river crossing (AH01) is tangible archaeological evidence of the development of the city in the post medieval period when increased trade and commerce necessitated improvements in transportation by road.

The possible kiln (AH02) does not survive above ground. The area is now the College Square housing development. It is unlikely that any evidence of this site survives below ground, due to the developments that have taken place since the nineteenth century.

#### *Previous Archaeological Investigations*

The following archaeological investigation is included in the in the online excavations database [www.excavations.ie](http://www.excavations.ie), and is listed for the area around the proposed development at Coote's Lane.



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Excavations by Lee Barker in advance of the construction of Phase 3 of Rose Hill Housing Development at Maidenhill (licence 07E0427) identified an undated pit that was interpreted as associated with pyrolithic activity. The pit was identified near the eastern bank of the Breaghagh River during works for the construction of a boundary wall.

*Topographical Files of the National Museum of Ireland*

There are no entries for the townlands of Walkinslough and Maidenhill in the Topographical files from the National Museum of Ireland.

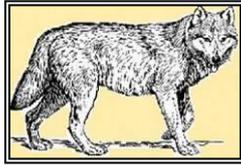
*Site Inspection*

A site inspection of the proposed development was carried out on 03<sup>rd</sup> March 2022 in bright, dry conditions. The proposed development at Coote's Lane is an existing public road and pathway that extends for 640m roughly southwest x northeast. At the north-eastern end Coote's Lane is accessed via Patrick's Street (see Plate 1). The proposed improvement works for the Coote's Lane to Ring Road Active Travel Scheme will commence 150m from the northeast end of Coote's Lane where it meets Patrick Street.



Plate 1 Showing northeast end of Coote's Lane from Patrick Street, facing west.

At the northeast end of Coote Street the extant building on the south side is contained in the NIAH (NIAH Reg. No. 12001105) and is described in survey as dating to the nineteenth



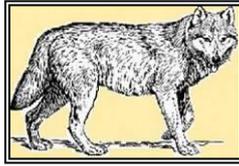
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century, and is identified as being a three storey warehouse (see Plate 2). This building is not within the development area and will not be impacted by the works.



Plate 2 Showing building (NIAH Reg. No. 12001105) at the northeast end of Coote's Lane.

The proposed Coote's Lane to Ring Road Active Travel Scheme will commence outside Saint Patricks De La Salle National School (see Plate 3). Here the existing carriageway forming Coote's Lane narrows from a road wide enough for vehicular travel, to a pedestrian pathway. The existing lane surface is modern tarmac. A limestone rubble wall forms the boundary on the south side.



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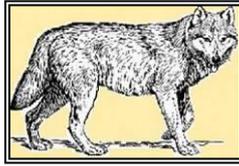


Plate 3 Showing the start of Coote's Lane Active Travel Scheme, facing southwest.

The existing pathway continues to the southwest. In places limestone rubble mortar-bonded walls form the boundaries of Coote's Lane to the south and north (see Plate 4).



Plate 4 Showing limestone rubble and concrete block walls along Coote's Lane.



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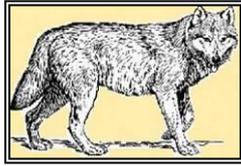
At the De La Salle School sports grounds Coote's Lane widens, and the boundary walls on the south side are modern concrete block constructions. The boundary wall on the north side is a mix of limestone rubble and modern concrete. The boundary wall on the north side is also the rear wall of properties in Ashurst Housing Development.

Coote's Lane continues further to the southwest. The existing ground material continues as modern tarmac. At College Square, the northern boundary is formed by a 1m high limestone rubble wall formed by rounded water-rolled cobbles. The southern boundary is formed by a modern concrete block wall. Here, the surrounding ground level at College Square is 1.5m lower than along this section of Coote's Lane. This is the location of the possible kiln AH02 identified on historic mapping of the area. There is no surviving evidence of this feature above ground.



Plate 5 Showing Coote's Lane at College Square.

At the Rose Hill Housing Development the existing Coote's Lane continues as a tarmac surface and limestone rubble walls form both boundaries (see Plate 6). Mature trees grow beside the walls. Existing street lighting poles indicate the presence of underground services.

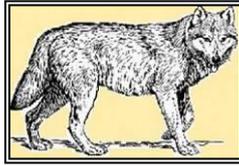


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Plate 6 Showing limestone walls along Coote's Lane at Rose Hill Housing Development.

The final 40m of existing Coote's Lane comprises a narrow earthen path with mature trees forming the boundaries on both sides. This earth path slopes downwards gradually to the Breagagh River. A section of the limestone boundary wall survives on the south side of Coote's Lane near the east bank of the Breagagh River. This wall section has been capped with concrete but was likely part of the boundary of the lane. At the southwest end of the proposed Coote's Lane Active Travel Scheme, the project will see a new pedestrian bridge constructed over the Breagagh River (see Plate 7). The Breagagh River is known to have featured archaeological activity since prehistoric times.



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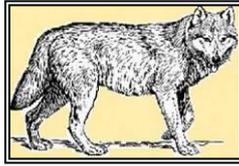


Plate 7 Showing River Crossing AH01 in Breagagh River and southwest end of proposed Coote's Lane to Ring Road Active Travel Scheme.

An existing post medieval river crossing AH01 is situated at the Breagagh River at this location (AH08). The river crossing AH01 consists of cobble sized blocks that are set together in a lime-mortar bed. The proposed new pedestrian bridge will be situated to the south of the river crossing AH01 and consequently will not directly impact on this archaeological site.



Plate 8 Showing river crossing AH01 and breakwater in River Breagagh



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A breakwater is situated to the north of the river crossing AH01. The break water is a limestone and concrete construction (see Plate 8). It features three arches with iron grills which stop debris from being carried along the Breagagh. The new pedestrian bridge will be constructed slightly upstream from the river crossing AH01. Here the Breagagh River has earthen banks that display evidence of erosion by the river waters and mature trees are along the banks.

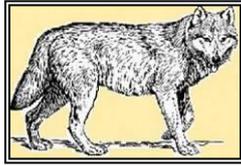


Plate 9 Showing location of proposed new pedestrian bridge over Breagagh River.

The area to the southwest of the Breagagh River is an overgrown earthen path that slopes upwards to the ring road. A new path surface will be constructed here which will continue westwards and will tie in with a path at the ring road.

## 5.0 Archaeological Impact Assessment

The proposed development of Coote's Lane to Ring Road Active Travel Scheme will see the improvements of an existing pedestrian and cycle surface. The existing Coote's Lane surface is mostly tarmac, with some compacted earthen sections at the southwest end of the scheme. The boundary walls of Coote's Lane comprise a mix of eighteenth to twentieth century structures, some displaying a mix of building materials. The limestone boundary walls are not archaeological sites, but do constitute an important element of the vernacular architecture of Kilkenny. The project will involve the construction of new raised shared surface and bridge, soft and hard landscaping works, new bases for bollards/public lighting, and associated site



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works, drainage and underground utilities upgrades. The development location is outside of the medieval city of Kilkenny. Previous archaeological excavations in the area have identified that archaeological features do survive along the banks of the Breagagh. The development will not impact on any known archaeology. The project will impact on the setting of the river crossing AH01. Also, any groundworks for the new bridge and path surfaces at the southwest end of the project, risk impacting on any unknown subterranean archaeology. Consequently, the impact level of the proposed development on the archaeological heritage is slight. Archaeological mitigation measures are recommended to ameliorate the risk of impact on the archaeological heritage.

## **6.0 Conclusions and Recommendations**

### *Conclusions*

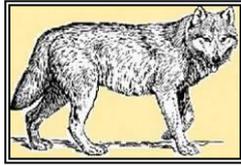
The proposed construction of the Coote's Lane to Ring Road Active Travel Scheme will take place in a part of the environs of the historic town of Kilkenny (KK019-026). Historic mapping indicates that the proposed development area was outside of the medieval town walls of Kilkenny, and was used as farmland or gardens until the late eighteenth century. This part of the hinterland of Kilkenny was not developed until the twentieth century. However, Coote's Lane appears on historic maps of the area and likely dates to the post medieval period.

All of the works near the Breagagh River and the river crossing AH01 are considered to be sensitive, regarding archaeological heritage, and should be subject to appropriate mitigation.

Any works that will impact on the early modern limestone boundary walls are considered to be sensitive, and should be subject to appropriate mitigation.

### *Recommendations*

- Pre-construction Written and Photographic Surveys of any limestone boundary wall sections should be completed. This should be carried out for any wall sections that will be impacted by the proposed works.
- A pre-construction wade and riverbank survey of the Breagagh River should be carried out by an underwater archaeologist. This survey should examine the banks and section of the Breagagh River that will be impacted by the development.
- Construction stage archaeological monitoring of ground disturbance works near the Breagagh River should be carried out.



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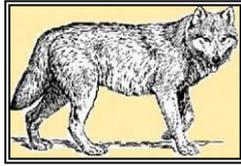
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