

### 4.1.3 Ringaskiddy

The following information has been gathered from various publications and <http://ringaskiddy.org/>.

**Ringaskiddy** (Rinn an Scidígh in Irish) is village in County Cork, Ireland, situated South-east of Cork City. Located across Cork harbour south from Cobh. Ringaskiddy village is of a linear pattern and has few services, having only one shop and no bank. Business is focused on the numerous pharmaceutical production facilities, which surround the village. The sector provides relatively stable employment, because of its long product life cycle, it also provides a lot of employment it is estimated that pharmaceutical industry in Cork is directly responsible for 4000 jobs. By 1986 Ringaskiddy was the centre of pharmaceutical production in Cork, and perhaps Ireland. Novartis developed a 40 hectare site in the early 1990s, and existing facilities have been upgraded, such as those of Pfizer and ADM. Ringaskiddy is a textbook example of clustering, a theory that contends where one industry is established supplier industries soon follow, as does investment in education, training, research and development, and infrastructure.

Ringaskiddy is now a major ferry port and is one of two free ports in Ireland, the other being in the Shannon area. However the Bus service in Ringaskiddy is not ideal. It only links the area with Cork City, and does not pass through Carrigaline village, which is the dormitory town of many workers. This might explain why Carrigaline has the highest proportion of workers commuting to work by car in Ireland, viz 74 per cent (Central Statistics Office, 2002).

The National Maritime College of Ireland is in Ringaskiddy. This college provides the only training in Ireland of Merchant Navy personnel. The Irish Naval Service also carry out their non-military training in the College. Haulbowline island is connected to Ringaskiddy via a series of two bridges which meet on the intermediate Rocky Island. The postal town for Haulbowline is Cobh, and not Ringaskiddy. This is because the bridges were only constructed in 1967, and prior to that the island had more of a connection with Cobh, which is a larger town and closer as the crow flies. Haulbowline is home to the Irish Naval Service. Sections of the former railway line from Cork to Carrigaline and have been converted to a walking and cycling route. Many sections, such as the rock that through Passage West are segregated from road traffic and the amenity is well used.

Ringaskiddy village was once right next to the sea, and was a scenic area. A land reclamation project which was necessary for the development of the ferry port meant that the village found itself inland. History (as described in Lewis's Topographical Dictionary of Ireland, 1837) "... Coolmore, the residence of W. H. Worth Newenham, Esq., [is] situated in a beautiful demesne of 545 acres, with a lofty square tower a little to the east of the house, which commands a magnificent prospect of the town and harbour of Cove, and the rich scenery of the river".

#### 4.1.4 Cobh and Environs

*Cobh has several well-known publications and many excellent websites dedicated to its history. It has at the time of writing several walking trails detailing its history on a number of levels. The summary below is gathered from published sources and <http://www.cobhharbourchamber.ie/history.html>. The town also boasts a historic trail on the ill-fated Titanic <http://www.titanic-trail.com/>.*

While the history of Cobh is relatively recent, the history of the Great Island itself stretches back into the mists of antiquity. Legend tells that one of the first colonists of Ireland was Neimheidh, who landed in Cork Harbour over 1000 years b.c. He and his followers were wiped out in a plague, but the Great Island was known in Irish as Oilean Ard Neimheadh because of its association with him. Later it became known as Crich Liathain because of the Lehane tribe who were rulers of it. It subsequently became known as Oilean Mor An Barra, (the Great Island of Barry & Barrymore) after the Barry family who inherited it.

##### 1750 - 1800

The village on the island was known as Ballyvoloon, overlooking "The Cove" and this was first referred to as Cove village in 1750 by Smith the historian who said "it was inhabited by seamen and revenue officials". The Cork directory of 1787 shows about thirty businesses in the town including one butcher and one draper. The Water Club established at Haulbowline in 1720 was the progenitor of the present Royal Cork Yacht Club (now based in Crosshaven) and is the oldest in the world. The Royal Cork Yacht Club was based for many years in Cobh and the present Sirius Arts Centre was formerly a clubhouse of the organisation. The oldest recorded pub on the island is reputed to have been the "Anti Gallicon" situated in the Holy Ground, and apparently liable to flooding when the tide came in. This pub dated back to the 1780s and was named after opponents to the French "Gallicon" faction who opposed the powers of the Pope.

##### 1800 - 1850

Cobh underwent rapid development in the early 1800s assisted by world events. The Napoleonic Wars meant the town became a British Naval port with its own admiral and much of the present day buildings were built. The cessation of hostilities dented its prosperity for a time but it became widely known as a health resort and many convalescents came to Cove to avail of its temperate climate. Amongst these was Rev. Charles Wolfe who wrote the "Burial of Sir John Moore at Corunna" and is buried in the Old Churchyard. The age of steam brought famous achievements to Cobh, most notably the first steam ship to sail from Ireland to England (1821) and the first steam ship to cross the Atlantic (Sirius 1838) which left from Passage West. In 1849 the name of the town was changed to Queenstown to honour Queen Victoria who visited Ireland in that year.

##### 1850 - 1900

The development of Cove (now Queenstown) continued apace Philip Scott, the shipping merchant built Westbourne and the adjoining square for many years was known as Scotts Square. The architect was Desamus Burton who designed many of the buildings in the Pheonix Park, Dublin. Much admired by successive generations of visitors, Westbourne continues to set the standard for architecture in the town today. In 1857 the Inman Line began to operate a regular transatlantic service from Queenstown when the steamer "The City of Manchester" took on passengers here. Cunard, White Star, United States, Greek and other Lines have since been associated with Queenstown. St. Colman's Cathedral was commenced in 1868 and completed in 1919. This monumental undertaking cost £235,000 collected from various sources.

##### 1900 - 1950

Cobh is famed for being the last port of call for the ill-fated "Titanic" which sank after striking an iceberg on Sunday 14th April 1912. Another tragedy which has entered popular mythology,



the sinking of the "Lusitania" in 1915 is connected also with the town. Many of the 1198 who drowned were brought to Queenstown and buried here where their graves can be seen in the Lusitania plot in the Old Churchyard. The Americans as well as the British were stationed in Queenstown during World War 1 as their country entered the war in 1917. After the War of Independence and with the signing of the Treaty in 1921 Queenstown became a Treaty Port along with Berehaven and Lough Swilly and this situation remained until 1938 when sovereignty was returned. The town changed its name once again in 1922 to the now familiar Cobh. In the 1930's Jack Doyle, the boxer and singer was at the height of his fame. Born in the Holy Ground in 1913, he died in England in 1978 but was brought home to Cobh for burial in the Old Churchyard. The liner trade ceased due to the outbreak of World War 11 and the town entered a depression. The forerunner of the Irish Naval service was set up in Haulbowline while Irish Shipping, the fledgling national shipping company set up a repair dockyard in Rushbrooke.

#### 1950 - Present

Transatlantic sailings resumed after the War. However, competition from airlines meant they eventually ceased in 1963. However, today liners call again on a regular basis to visit Cobh as a Port of Call and not to take on emigrants. In 1988 the QE2 made a memorable first visit to commemorate the 150th year since the Sirius transatlantic crossing. In 1960 the Verolme Cork Dockyard was opened in Rushbrooke and operated successfully for 25 years before closing down in the mid 80's. The dockyard is once again thriving as a business park facilitating small industries. In 1991 Cobh once more saw the Golden Age of Sail when the Cutty Sark Tall Ships race ended its first leg here. Cobh has also seen one of her own achieve Olympic Silver medal status when Sonia O'Sullivan claimed second place in the 5000m in the Sydney 2000 Olympics to add to her wins in the World Cross Country Championships and World Championships.

#### Cobh and Harbour area

Cobh & Harbour Chamber represents the commercial interests of Cobh and Carrigaline and all areas of the lower Cork Harbour. The major built-up areas are the town of Cobh and the rapidly expanding "village" of Carrigaline. Carrigaline has developed over 30 years from a village with a population of less than 1,000 to a major urban centre with a population in excess of 10,000 people. The residents of Carrigaline largely work in Cork City and the lower harbour area where there is a concentration of Pharmaceutical Industries, a Deep Water Terminal and Naval Base. The retail and services sectors have expanded to provide, locally, facilities not previously available in Carrigaline. There are a variety of small to medium sized enterprises and industries around Carrigaline.

Other significant areas are **Little Island, Glounthaune, Passage West, Monkstown, Ringaskiddy, Crosshaven and Whitegate**. The economic mainstays of the area are Agriculture, Tourism, Processing and Manufacturing, the Naval Service and the Detention Centre on Spike Island. Other contributors of substance to the local economy are fisheries and of increasing importance, - service providers.

Cork Harbour is a natural harbour and is Ireland's second largest Port. The Port is capable of handling lift-on, lift-off, roll-on, dry bulk and liquid bulk at Ringaskiddy and, in addition, the Port now specialises in the provision of facilities to Cruise Liner traffic.

The siting of the Cobh Cruise Liner Terminal for use by visiting Liners brings visitors to the town of Cobh and is a great economic boom to the whole South Western Region. This is estimated as far back as 1997 to be contributing £5.7 million to the Region and 76 full-time jobs and this has increased since that date. In recent times a concerted effort has been made by the local and Cobh Town Council to upgrade and improve the visual aspects of the town. There is an excellent heritage Centre and an active railway, part of the Great southern railways of old.

### 4.1.6 National Museum of Ireland Topographical Files (Table 3)

The following is a list of finds recovered from the townlands within and adjacent to the study area as per the National Museum of Ireland Topographical finds:

Townland	Find Description
Carrigaline	<ul style="list-style-type: none"> <li>Stone ball 1.5 inch diameter with projecting knob on one side</li> <li>2 amber beads</li> </ul>
Near Carrigaline	<ul style="list-style-type: none"> <li>1 polished stone axe-head: 6.3cm long width at cutting edge 4.25cm; width at butt 3.1cm</li> </ul>
Carrigaline (Ravenswood)	<ul style="list-style-type: none"> <li>1 stone axe-head</li> <li>6 bronze pins; 1 amber ball; 1 bronze armlet; 1 flat copper axe head</li> </ul>
Pembroke	<ul style="list-style-type: none"> <li>Dug-out canoe, 1.70m long x 0.45m wide, round bottomed with pointed stem; sides damaged, washed ashore in the townland of Pembroke in 1964</li> </ul>

Table 3. List of finds from townlands along the pipeline (National Museum of Ireland Topographical Files)

## 4.2 Previous Archaeological/Architectural Work

As noted above there have been several surveys undertaken of the study area and this part of County Cork. The Record of Monuments and Places (RMP) shows the location and classification of known archaeological monuments while the Sites and Monuments Record files (SMR) detail the known archaeological monuments in this part of Cork. This archaeological work was followed by intensive fieldwork and "ground-truthing" of archaeological monuments by staff of the Archaeological Survey of Ireland, housed at the Department of Archaeology UCC. This work resulted in the publication of an archaeological inventory for Co. Cork. The part of County Cork in question is included in the inventory for East and South Cork - Volume II, published in 1994 (Power 1994). The number of archaeological monuments in Co. Cork continues to be added to as new archaeological sites are identified in the field. This is a very important resource for the archaeological heritage of County Cork.

The National Inventory of Architectural Heritage (NIAH) is presently commencing their survey work in this part of Co. Cork, and has not carried out any work to date in this region (W. Cumming pers. comm.). Cork County Council has included a Record of Protected Structures in its County Development Plan (volume 4, Cork County Council as varied).



The following is a list of archaeological investigations within the townlands of the study area, as per a search of the archaeological excavations database, [www.excavations.ie](http://www.excavations.ie). This public access database has information up to and including the year 2003. Therefore, it is likely that further archaeological investigations have taken place in the townlands of the study area in the period 2004-present but this information has yet to be made available.

The entries are provided by townland in alphabetical order. The entry detail is provided as follows: bulletin number; townland name; site type; NGR; Recorded Monument and Place Number; summary of results; name of archaeologist who undertook the work. Eleven archaeological investigations are recorded. All but one of these records of archaeological investigations in the townlands of the study areas did not reveal archaeological features of significance. One archaeological investigation in Carrigaline Middle by R. Sherlock, revealed substantial archaeological remains in the vicinity of known archaeological monuments, CO087-030---; CO087-031--- and CO087-089---. These sites are not in the vicinity of this proposed development.

**1992:015**

**Ballintaggart**

Possible ecclesiastical enclosure

**W771 644**

**SMR 87:0061**

This investigation was carried out to fulfil a condition on a planning decision for further development at the Pfizer Pharmaceuticals Production Corporation facility. The request was made due to the recording of a possible ecclesiastical enclosure on the site by the Co. Cork SMR. It was thought that the enclosure, the precise location of which had not been established, might extend into the area being redeveloped. Two long parallel, east-west test-trenches were opened along external wall-lines of the proposed building on the site. The trenches revealed graded soils covering a stripped surface. Field-drains cut into the subsoil were noted, indicating that the stripped surface had not substantially reduced the original ground level. There were no archaeological features.

**Margaret Gowen, 5 St Catherine's Rd., Glenageary, Co Dublin.**

**1996:038**

**Barnahely**

Assessment

**W772637**

**96E086**

Monitoring and trial excavation took place on the site of the Merfin factory at Barnahely, Ringaskiddy, to fulfil conditions of the planning permission for the scheme. Mechanical excavation took place in early April 1996, with ground clearance monitoring carried out later in the month. The archaeological excavation was carried out prior to the commencement of topsoil-stripping or development works. The site was landscaped at the turn of the century to facilitate the construction of a military barracks and its associated facilities.

Forty test-trenches were mechanically excavated to natural subsoil to establish the presence of any archaeological soils or features on the site. One trench revealed an area of burning which consisted of a circular, shallow, fire-reddened pit, 0.75m in diameter, filled with charcoal and ash. The area around this feature was later monitored.

During the site assessment, a millstone and two incomplete fragments of millstones were discovered with other stones against the field boundary. They may have been placed in this location during field clearance prior to the construction of the barracks. No associated archaeological structures were revealed in connection with the millstones during trenching and monitoring. The work fulfilled the archaeological requirements for the development.

**Edmond O'Donovan for Margaret Gowen and Co. Ltd, Rath House, Ferndale Road, Rathmichael, Co. Dublin.**

1999:079

**CASTLE WARREN, BARNAHELY**

Tower-house, bawn etc.

SMR 87:5201

99E0279

The site at Castle Warren consists of a complex of medieval and post-medieval buildings around a courtyard and includes a tower-house and bawn of probable late 16th-century date and Castle Warren House, which dates to the 18th century. It is currently owned by the Industrial Development Authority, who wished to secure the site by erecting a chain-link fence with an access gate around the tower-house and bawn, at a distance of 10m from the boundary walls.

Five trenches were excavated by machine just inside the line of the fence before the digging of the foundation pits for the fence. No archaeological features relating to the later medieval occupation at the site were uncovered during excavation of the test-trenches or monitoring of the excavation of the foundation pits.

**Mary O'Donnell, Archaeological Services Unit, University College, Cork.**

2001:130

**Carrigaline Middle**

Ringfort

17329 06371

SMR 87:30, 87:89

01E1148

Pre-development testing was carried out at this site in December 2001. The ringfort and associated possible souterrain were to be preserved in an area of open space within a proposed large housing development, and testing took place outside this area in order to determine whether archaeological remains outside the perimeter of the ringfort would be affected by the development. A geophysical survey of the area had identified a number of strong anomalies of potential archaeological significance and these were also targeted in the test-trenching.

Eleven 2m-wide trenches were excavated. The features uncovered included a number of pits, a hearth, a number of possible cremation burials, a portion of the ringfort ditch which extended beyond the limits of the area of open space, and a portion of an earlier ditch which was apparently truncated by the ditch of the ringfort. It is anticipated that these features will be excavated in 2002.

**Rory Sherlock, Sheila Lane and Associates, AE House, Monahan Road, Cork.**

2002:0246

**Carrigaline Middle**

Prehistoric; ringforts

17329 06371

SMR 87:30, 87:31, 87:89

01E1148 ext.

A phased programme of testing and excavation continued at this site before the development of a large, multi-phase housing development in the vicinity of two ringforts.

Area 1 (western ringfort)

After testing in December 2001 (Excavations 2001, No. 130), which identified significant areas of archaeological interest to the west and north of the western ringfort (SMR 87:30), an eight-week excavation was conducted in March-April 2002. A number of sections were excavated



across the western side of the ditch of the western ringfort, the only area where the planned development will impinge on the feature, and in this area the ditch was generally uniform in shape, 5.9m wide at ground level, 2.2m wide at the base and 2m deep. The upper fills of the feature, to a depth of 1m below surface level, were relatively modern, while the lower fills represented the gradual silting and filling of the feature.

An earlier ditched feature, which was oval and pre-dated the western ringfort, had been identified on a geophysical survey and noted in the earlier testing. The enclosed area measured 37.5m by 31m, and the ditch of this feature had been truncated by the later ringfort ditch. As a result, approximately two-thirds of the oval feature lay within the ringfort and was not affected by the planned development; the ditch defining the remaining one-third, to the west of the ringfort, was fully excavated. The excavated part of the ditch was c. 30m long and was generally found to be 1.6m wide at ground level and 0.9m deep. The sides of the feature sloped regularly to the flat base, which was generally 0.3–0.4m wide and filled with a stony, silty clay. No features of archaeological interest were noted in the interior of the excavated part of the oval enclosure. A number of other features of interest lay to the north and west of the intersecting ditches, including post-holes, pits, cremation burials and possible funerary pyres. It appears therefore that Area 1 at Carrigaline Middle has clear evidence of Early Christian settlement and considerable evidence of prehistoric activity.

#### Area 2 (eastern ringfort)

Testing in the vicinity of the eastern ringfort (SMR 87:31) during August 2002 identified a limited number of features of archaeological interest, and the excavation of these features, together with the part of the ringfort ditch in the area affected by the planned development, took place over six weeks in November–December 2002. As the ringfort had been largely levelled many years ago, there was no evidence of the original ringfort bank in the excavated area. The ditch, where excavated at the southern side of the ringfort, was found to be 3.6–4m wide at ground level, 1.4–2m wide at the base and 2.2–2.3m deep. The entranceway was formed by an unexcavated causeway, 2.7m wide, which led to a gateway defined by a pair of substantial post-holes. These post-holes, which had a 1.3m-wide gap between them, were situated inside the inner edge of the ditch, apparently at the terminals of the now levelled ringfort bank. A small number of features of limited archaeological interest were excavated to the east of the ringfort.

Rory Sherlock, Sheila Lane & Associates, AE House, Monahan Road, Cork.

2003:0187

Carrigaline

No archaeological significance

17540 06224

03E0471

The laying of an ESB cable across the Owenboy River, Carrigaline, Co. Cork, was monitored. Spoil from the cable trench was also metal-detected (02R196). No archaeological finds or features were uncovered.

Miriam Carroll, Archaeological Services Unit, University College Cork.

1996:055

Monkstown Castle, Monkstown

Fortified house

W765662

SMR 87:28

96E0082

The proposed house site lies within the zone of archaeological potential around Monkstown Castle. Test-pits were opened here prior to development of the site and no archaeological remains were noted.

Sheila Lane, 1 Charlemont Heights, Coach Hill, Rochestown, Cork.

2002:0342

**Fairy Hill, Monkstown**

No archaeological significance

17722 06646

02E1122

Monitoring was undertaken on the site as a requirement of a grant of planning permission. The site had been disturbed before the start of groundworks. No features or finds of archaeological significance were revealed.

Avril Purcell, Sheila Lane & Associates, AE House, Monahan Road, Cork.

2001:230

**Ringaskiddy**

No archaeological significance

17871 06399

01E0552

Following an assessment of this site in advance of a proposed industrial development, an area of potential archaeological interest was identified. The feature comprised an elongated grass-covered mound, 36m east-west by 9m and 1m high. It was at the top of a steep escarpment, overlooking a quarried area. A test-trench was excavated across the mound using a mechanical digger. The mound was found to be of recent origin and of no archaeological importance.

Sheila Lane, Sheila Lane & Associates, Consulting Archaeologists, AE House, Monahan Road, Cork.

1999:121

**Ringacoltig**

Possible enclosure site

17798 06679

SMR 87:9

99E0334

A possible enclosure site is marked on the 1st edition OS 6-inch map in an area of a proposed residential development site on the north-western outskirts of Cobh. The precise location, nature and extent of the site had not been determined because it had been levelled sometime in the mid-late 19th century and the area had been constantly ploughed over a long period of time. A geophysical survey was undertaken by GeoArc Ltd in the general area of the site in order to determine its extent, as well as to indicate whether any associated and/or additional features of archaeological interest might be discovered. It was believed that the enclosure may have been a ringfort with an external fosse and that this latter feature may still remain cut into the subsoil. However, no traces of the enclosure were found by the geophysical survey, although a number of subsurface anomalies were detected. It was suggested in the geophysical report that certain areas be subjected to investigation by intrusive excavation. In addition, it was decided to excavate more trenches to verify the results and conclusions of the geophysical report, as well as to determine the nature of the anomalies.

Testing was carried out at the site on 10 and 11 July 1999. This consisted of the combination of machine- and hand-excavation of eight trenches. In general, it was found that the topsoil/ploughzone material was deepest to the west and south, which would be expected given the existing slope down to these areas. Furthermore, it was found that the ploughzone contained occasional metal items such as nuts, bolts and nails, which probably explain the 'dipolar anomalies' suggested by the geophysical report. In addition, the negative geophysical anomalies appear to have been caused by both a modern burning episode and the compaction and rutting formed by a track used by heavy vehicles and machinery. The positive geophysical anomalies all appear to have been caused by natural variations in the depth of both topsoil and subsoil.

None of the geophysical anomalies reflected features or deposits of archaeological interest or potential. In addition, no finds of archaeological or historical interest were recovered during the archaeological testing.



It is suggested that the site depicted on the map may have been a circular enclosure comprising only a bank. This bank was levelled, and all traces of the site were subsequently destroyed by constant ploughing.

**Martin E. Byrne, 31 Millford, Athgarvan, Co. Kildare.**

**2000:0152**

**Ringacoltig**

No archaeological significance

**SMR 87:7**

**99E0334**

This licence was originally granted in 1999 to Martin Byrne, who carried out testing in advance of a housing development and found no significant archaeological levels (Excavations 1999, 34-5). The licence was extended to the writer to cover the monitoring of topsoil removal as a condition of planning in advance of development at the site. No archaeological sites or levels were noted.

**Sheila Lane, 1 Charlemont Heights, Coach Hill, Rochestown, Co. Cork.**

### **4.3 Townland and Barony Boundaries** (figs 14-18)

The proposed pipeline follows for the most part existing roadways and so will not impact on any townland or barony boundaries in those areas (excepting where the road may form this boundary). However, areas where there is green field piping will impact a number of townland and barony boundaries. Where these occurred on private lands, access was not permitted, aerial photos and mapping had to suffice for the archaeological study. The figures below show the townland boundaries, which will be impacted by the green-field routes for the piping.

The townland unit is the smallest division of land in Ireland (*The Townland Index* 1982) and in the 1830s more than 62,000 townland units are recorded (Duffy 2006, 56). Since at least the medieval period every county and parish has been divided up into small land units known as "townlands". These units were formerly known by a variety of local and regional names, such as "balliboes" in parts of Ulster, "tates" in Counties Fermanagh and Monaghan and ploughlands in some of the southern counties. Even though many have been enlarged and divided the basic townland pattern of Ireland has remained to the present day. Townlands average 1.3km<sup>2</sup>, which are large enough to contain a number of farms whose owners were kin and traditionally co-operated in various ways (summarised from Aalen *et al.* 1997, 21). This "parcellation" of land was part of a European phenomenon and formed the basis of landholding in medieval Gaelic and English Ireland, in many cases reaching back to the tribal septlands of pre-Norman Ireland (Duffy 2006, 56).

Townland boundaries manifest themselves on the ground, most obviously, by streams or deep ditches, banks and old hedges. They may represent more than one boundary and may also mark parish, barony or county bounds. McErlean (1983) believes that townlands represent,

... features of the Irish cultural landscape ... this system can be seen to be the spatial dimension of Gaelic society, the structural hierarchy of the land divisions reflecting the society's socio-economic and political structure. This close and complex example of man-land relationships articulates well with the concept of analysing settlement through the framework of the landscape (1983, 334).

As such, townland and barony boundaries may be the remnants of much earlier (early medieval or perhaps earlier) cultural divisions of the landscape, which have been maintained overtime, many to the present day. The figures below show the green field routes in relation to the boundaries marked on the first edition six-inch map (colour in red from osi.ie).

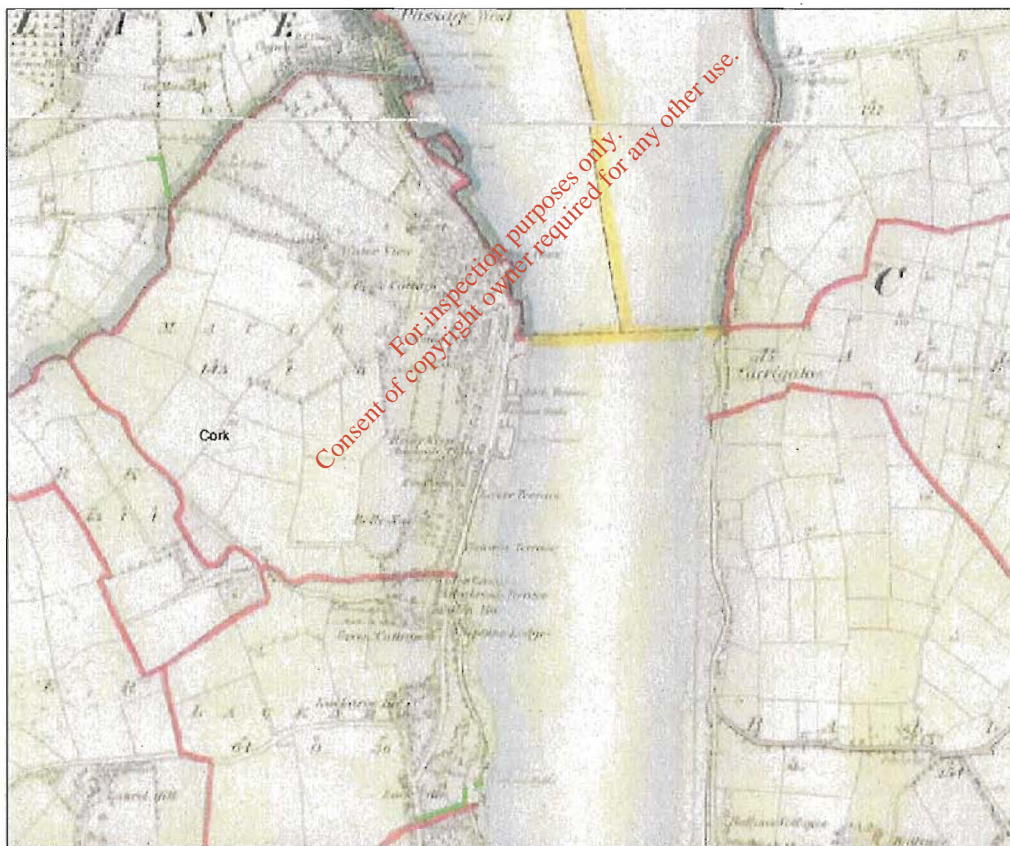


Figure 14. 1<sup>st</sup> edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Passage West/Monkstown area (OS c.1840 sheet 87; for indication only)





Figure 15. 1<sup>st</sup> edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Carrigaline area (OS c.1840 sheet 87; for indication only)

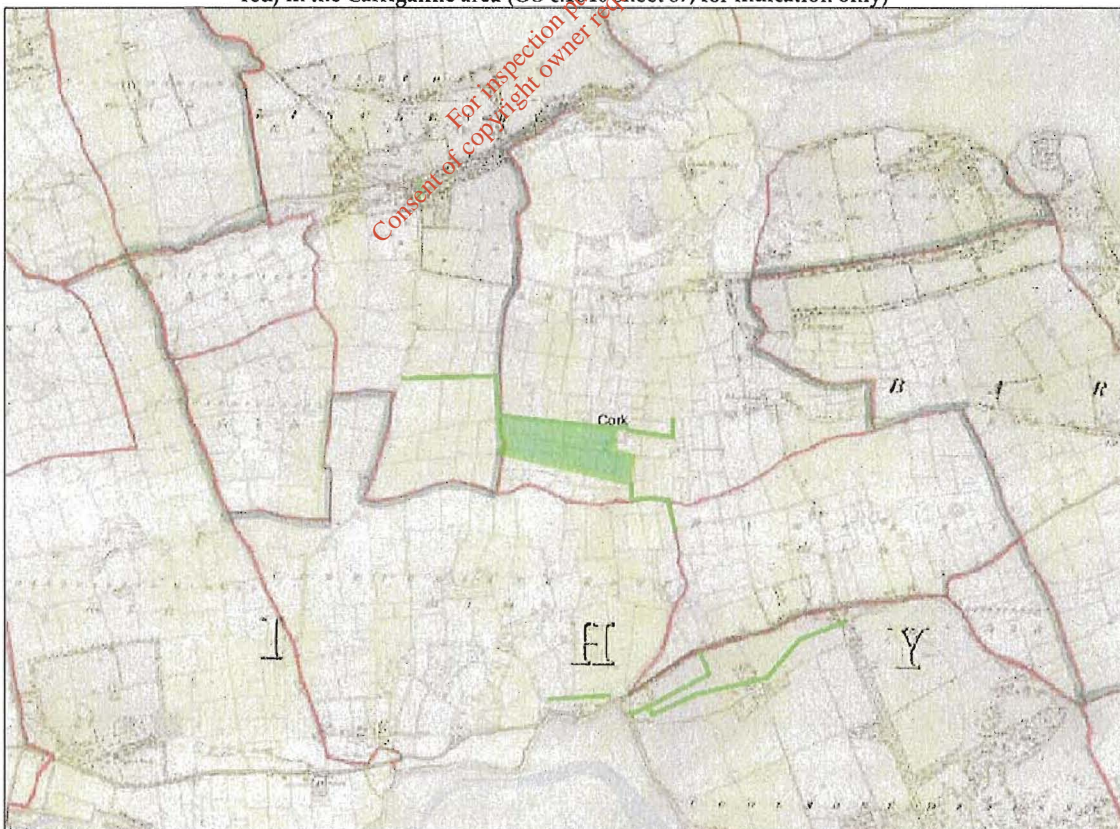


Figure 16 1<sup>st</sup> edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Shanbally area of the WWTP site (OS c.1840 sheet 87; for indication only)





Figure 17. 1<sup>st</sup> edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Ringaskiddy area (OS c.1840 sheet 87; for indication only)

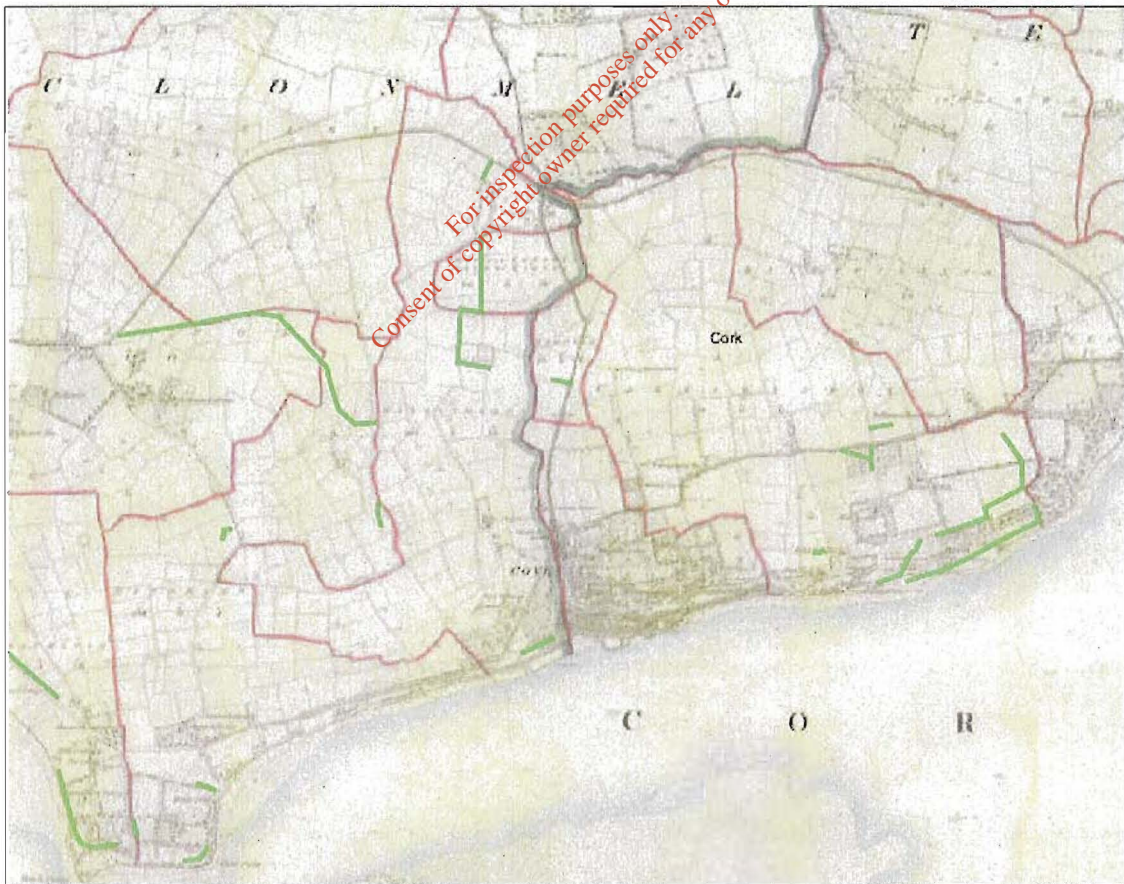


Figure 18. 1<sup>st</sup> edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Cobh area (OS c.1840 sheet 87; for indication only)



## 4.4 Protected Structures (Table 4)

There are a number protected structures noted in the *Cork County Development Plan 2003* in the vicinity of the proposed pipelines. The National Inventory of Architectural Heritage (NIAH) has not yet compiled a survey of buildings of cultural and architectural heritage for this area of Cork (W. Cummins per comm.; [www.buildingsofireland.ie](http://www.buildingsofireland.ie)) at the time of writing. Its results may affect the information contained in this report. In fact changes may be made to local authority information as variations of its various Development Plans. The following table shows the three digit Record of Protected Structure number (RPS No.). It notes the name of the structure and its townland location. They are:

RPS No	Name of Structure	Townland
00510	Rockenham House	Pembroke
00511	Horsehead Country House	Pembroke
00568	Old Parochial House	Monkstown
00569	Monkstown Castle	Monkstown
00570	Monkstown Castle House	Monkstown
00571	Monkstown Catholic Church	Monkstown
00572	St. John's Church	Monkstown
00573	Thornclyffe House	Monkstown
00575	Martello Tower	Ringaskiddy
00576	St. Mary's Church of Ireland Church	Carrigaline*
00577	Coolmore House (abandoned)	Coolmore
00579	Warehouse	Carrigaline East*
00634	Kilmoney Abbey	Kilmoney
00635	Kilmoney House	Kilmoney
00861	Clonmel Church	Ballyvoloon
00989	Former Methodist Church	Pembroke
01011	Passage West Catholic Church	Pembroke
01260	Castlewarren Stronghouse	Barnahely

Table 4. List of protected structures in vicinity of pipeline, excluding Cobh Town (after Cork county development plan 2003, as varied). Those in blue are those closest to proposed pipeline\* (see section 5). None of the remainder is proposed to be impacted by the proposed development

### 4.41 Cobh Development Plan (CTC 2005)

Cobh town has its own development plan (CTC 2005). The following is important information on the treatment of Protected Structures within its jurisdiction. This is taken from that document.

Section 51 of Part IV of the 2000 Planning and Development Act requires that a development plan include a Record of Protected Structures "for the purposes of protecting structures, or parts of structures, which form part of the architectural heritage and which are of special

architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest...”

In order to appreciate the value of the Record of Protected Structures, it is important to see it not as an abstract list but as the end result of an implicit conservation survey strategy that included the following considerations:

1. The need to include a representative selection of both formal and vernacular heritage structures.
2. The need to include a representative selection of the various heritage styles from the 1700's to the present time. This would include structures from modern and contemporary eras.
3. The need to include a diverse portfolio of structure uses and purposes e.g. residential, retail, warehousing, infrastructural etc.
4. The need to include public domain structures as well as structures in private ownership.
5. The need to take cognisance of the eight categories of heritage structure included in section 51 of the Planning and Development Act, 2000, which are those structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

These considerations went some way to ensuring that a broad range of heritage structures was included in the Cobh Town Record of Protected Structures.

Both the conservation survey strategy and conservation strategy itself are themselves subject to evolving styles and tastes and over time the RPS can be expected to change and evolve with each revision of the plan. The effectiveness of the RPS conservation strategy will be reviewed at the two-year review stage.

It is not the intention of the RPS to “freeze” the structures in one particular condition determined at one particular point in time but to provide a flexible framework within which the use of the building can evolve and adapt to changing circumstances and demands while at the same time conserving what is most valuable of the heritage aspects of the structure.

A further aspect of the RPS mechanism is Section 57 of the 2000 Planning and Development Act that enables the Planning Authority “to issue a declaration as the type of work which it considers would or would not materially affect the character of the structure...” This declaration effectively indicates which types of specific works to the structure are exempted development and do not require planning permission and those works that do require permission.

Cobh Town Council will have a role, in conjunction with Cork County Council in the administration of the Department of the Environment, Heritage and Local Government's Conservation Grant Scheme. The planning authority in applying this Conservation Grant Scheme will support selected works.

Developers and owners considering the development of structures in the RPS should consult with the Town Architect concerning any adaptation or works they may wish to carry out. The Council may consider a grant to support the repair and retention of original or authentic elements of architectural heritage merit.

#### Development Control Objectives:

Development proposals for sites identified as a Protected Structure will be required to incorporate measures to protect, conserve and enhance the character and appearance of the structure(s).



Proposals for development involving alterations or additions to a protected structure or its setting will only be permitted where it can be clearly demonstrated that;

- a) Development will be compatible with and will not detract from the special character of the structure and its setting; and
- b) Development will complement and reflect the design and character of contiguous buildings and the surrounding area; and
- c) Features of architectural or historic interest and the historic form and structural integrity of the structure will be retained.

Proposals for development will not be permitted that compromise the setting of protected structure(s) or result in the material alteration or demolition of the structure(s) except where;

- a) The structure is not capable of repair; and
- b) There is no compatible or viable alternative use for the structure.

#### PROTECTED STRUCTURES OBJECTIVES:

It is an objective to seek the protection of all structures within the town that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Such structures include but are not exclusive to the Record of Protected Structures hereunder.

#### Record of Protected Structures List

The Record of Protected Structures list is a list of the structures that constitute the Cobh Town Record of Protected Structures. It is contained in Appendix 1. The location of the structures is indicated on Map 5a-5h of the Plan.

All of the Protected Structures listed in the *Cobh Development Plan* (CTC 2005) should be suitably protected (if necessary) during construction works. CH26 incorporates all of the information as detailed in the Cobh Development Plan.

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