

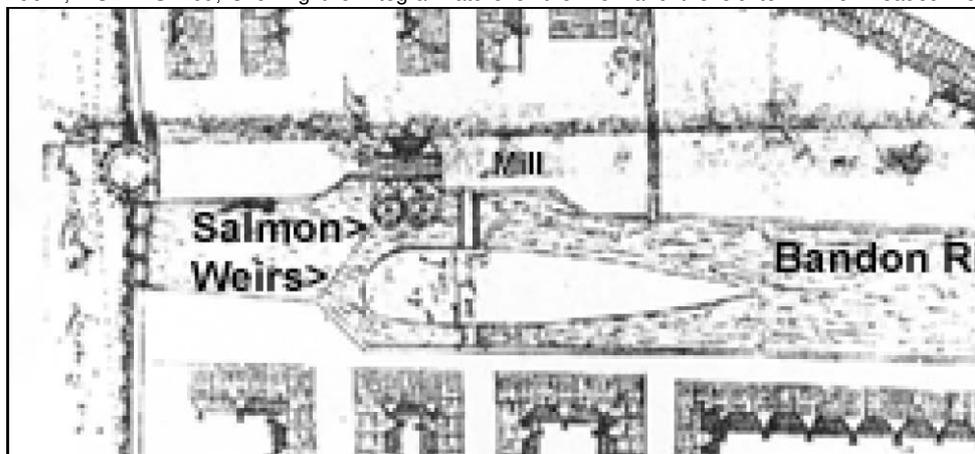
APPENDIX 10B: CATALOGUE OF CULTURAL HERITAGE SITES (CHS) OF OBSERVED IN THE RIVER BANDON INSPECTIONS, CONDUCTED IN OCTOBER 2011/MARCH 2012

The catalogue of Cultural Heritage Sites of archaeological and architectural heritage interest observed in the course of the ADCO/JCA inspection surveys is presented below. A separate entry is given for each of the seventeen features recorded. The entries provide location and reference information, a basic description, and cartographic extracts where relevant. A site impact assessment categorized according to the parameters provided in Section 10.5 of this report is made, based on the project proposals of March 2012. Each entry is completed with outline recommendations to mitigate further archaeological work as necessary in light of these proposals.

CHS 001

Name	Weir (Bandon)
Site Type	Weir and associated salmon run
Townland	Bandon (Coolfadda/Gully)
RMP	None
RPS	None
NGR	148914E, 54996N — 148954E, 55041N
Dimensions	60m length x 6m width
Plate(s)	10.1, 10.2
Cartography	OS 6" 1st, 2nd, & 3rd Edition maps & the OS 25" Town Map
Nature of Impact(s)	Direct - Neutral — Slight
Description of Impact(s)	Insertion of new Fish Pass; Rock Ramp

Detail from 'The plot of the towne of Bandonbridge for lo Carew', c.1620, based on the original in Trinity College Dublin, TCD MS1209, showing the integral nature of the weir and the old town. Downloaded from the website



www.paulturner.ca where the original map has been annotated. Note the complex of features with a river island situated downstream of a set of weirs, bridges connecting the town to the island, and a substantial water mill on the north side of the river. The town defences are also indicated crossing the river upstream of the weir.



Detail from Ordnance Survey First Edition 6-inch series map showing the transformed nature of the river channel in Bandon by 1841, where the river island has been reduced to a shoals, the early mill site replaced by Bandon Mills, and the old salmon weirs more formerly constructed into the elaborate feature that stands today. Downloaded from www.osi.ie

Description

A map of the town of Bandon in 1620 shows a complex sequence of features in the river channel at the site of the present-day weir. As pictured, there was a substantial river island occupying the central area of the river channel immediately downstream of the weir, with bridges linking the island to the town on the north and south sides. A large water mill lay between the island and the weir on the north side and seems to have extended as far as the weir. The town defences are indicated as crossing the river further upstream. The sequence of features indicates a very intensive level of engineering works within the river, and the integral nature of the Bandon River to the well-being of the town. By the mid-nineteenth century these details had changed, as depicted in the Ordnance Survey map. Most significantly, the river island was reduced to a set of small islets or shoals downstream of the now much more formal salmon weir. The weir continued to extend from the watermill site on the north bank, running at an angle across the river, and the map shows that the southern terminus of the weir joined with the old town wall defences. The watermill on the north bank, which was an elaborate building in the 1620 map, was portrayed as a substantial building in the mid-1800s, as the Bandon Mills site. The 25-inch OS map adds further detail and suggests that the older sequence of bridges linking the river island with the town in 1620 had been replaced by a single bridge, East Bridge.

Today, the standing weir of late-eighteenth or early nineteenth-century date is what dominates this location (CHS 001). Bandon Corn Mill was destroyed by fire in the 1960s and is now occupied by a block of residential apartments. The mill formed a large L-shaped complex that stood on the north side of the river, opposite Burlington Quay (now McSwiney Quay). The south end of the weir structure is situated 8m west of the terminus of Burlington Quay (NGR 148914E, 54996N). The weir crosses the river in a north-northeast direction to a point 6m south of the north riverbank (NGR 148954E, 55041N), where it accommodates a recently constructed electricity generation unit (Figure 5, Plates 1-3). The electricity unit appears to have been constructed on the site of the original mill-wheel and sluice gates that once powered the water mill. The weir has been repaired and altered, but the original fabric survives along with much of its extent. A modern fish pass is located on the south side of the weir structure, at NGR 148917E, 55000N. Despite the rebuilding and adaptations of this site and its environs, there remains a considerable degree of continuity with elements that are known to have existed since 1620, albeit only the weir is still visible above ground.

Proposed Impact

It is understood that a new fish pass is to be inserted at the location of the existing fish pass structure. The current fish pass is a modern construction and the insertion of a new fish pass is expected to have minimal impact on the weir structure itself. A rock ramp will be extended towards the weir, but it does not appear to impact with the weir structure directly. The level of flood relief impacts is considered to be Direct, Neutral, and Slight.

Recommendations

Bandon Weir is the focal point for a complex of archaeological features known to exist since the 1600s. Much of the remains are no longer visible, and the weir structure appears to date from the late

eighteenth/early nineteenth century. There has not been any known archaeological survey of the visible structures. Flood relief impacts will occur on the weir site. The impacts are to be confined to the area of the existing concrete-made fish pass. The following recommendations are made:

- 1 The opportunity should be taken to record the weir structure in detail as this will provide the immediate context for the works associated with the new fish weir. The detailed archaeological survey would present a sequence of measured drawings of the weir that will inform the more detailed flood relief design impact measures in this location.
- 2 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of the removal of the existing fish pass and, most importantly, to record what lies beneath the concrete of the fish pass, as this may inform the nature of the pre-existing weir and related structures in this location.

CHS 002

Name	Burlington Quay (McSwiney Quay)
Site Type	Quayside
Townland	Bandon (Gully)
RMP	None
RPS	None
NGR	148931E, 54991N — 149250E, 55046N
Dimensions	320m length
Plate(s)	10.4
Cartography	OS 6" 1st, 2nd, & 3rd Edition maps & the OS 25" Town Map
Nature of Impact(s)	Indirect- Neutral- Slight
Description of Impact(s)	Insertion of Rock Ramp

CHS 002 is thought to date from the early part of the nineteenth century. It represents a substantial quayside structure measuring over 300m in length. Integral to this construction is a series of seven archways that once provided direct access to the river. These access points are now blocked using limestone masonry, and this work may have taken place as part of road-widening in the late 1800s. Access to the river was replaced by masonry steps at three locations along the structure. In addition, a footbridge was inserted into the quayside, providing pedestrian access between Burlington Quay (McSwiney Quay) to the south, and Mill Lane to the north. There is no indication of any landings associated with the early bridge that once spanned the river c.30m downstream of Bandon Weir, as depicted on the 1620s map of Bandon town, suggesting that the present walling post-dates this feature.

Proposed Impact

A rock ramp is to be inserted along the south side of the river between NGR 148925E, 54999N and 149035E, 55016N. The ramp will be placed immediately adjacent to Burlington Quay (F002) and will run from the eastern side of Bandon Weir (CHS 001) to a point c.7m upstream of a pedestrian foot bridge (CHS 019) that crosses the river at NGR 149042E, 55022N. The rock ramp will extend to cover one arch of the quayside structure. The level of flood relief impacts is considered to be Indirect, Neutral, and Slight.

Recommendations

- 1 The opportunity should be taken to record the quay structure in detail where it is to be indirectly impacted by the imposition of the rock ramp, as these works will result in that portion of the quay being buried from future view.
- 2 Archaeological monitoring is recommended during the construction phase, to ensure that no additional impact occurs in this location, and that adequate record is made if such impacts occur.

CHS 003

Name	None
Site Type	River walling
Townland	Bandon (Coolfadda)
RMP	None
RPS	None
NGR	149016E, 55062N — 149034E, 55059N
Dimensions	19m length
Plate(s)	10.3
Cartography	----
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 003 represents a 19m-long section of masonry walling located on the north side of the river, immediately west of a footbridge that crosses the river. It is understood that the walling was built in twentieth-century and is associated with Bandon Mill, which was located immediately upstream from this feature. This feature does not appear on any earlier mapping of the area and is not associated with the complex of features surrounding a river island, as shown on the 1620s map of Bandon.

Proposed Impact

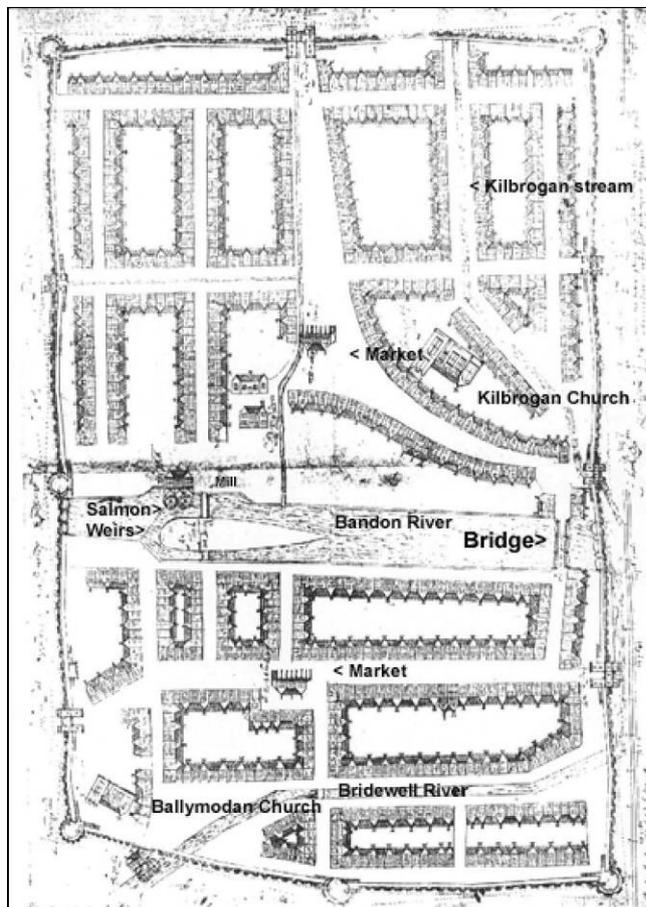
No impact from the proposed works is anticipated at the location of river walling feature CHS 003.

Recommendations

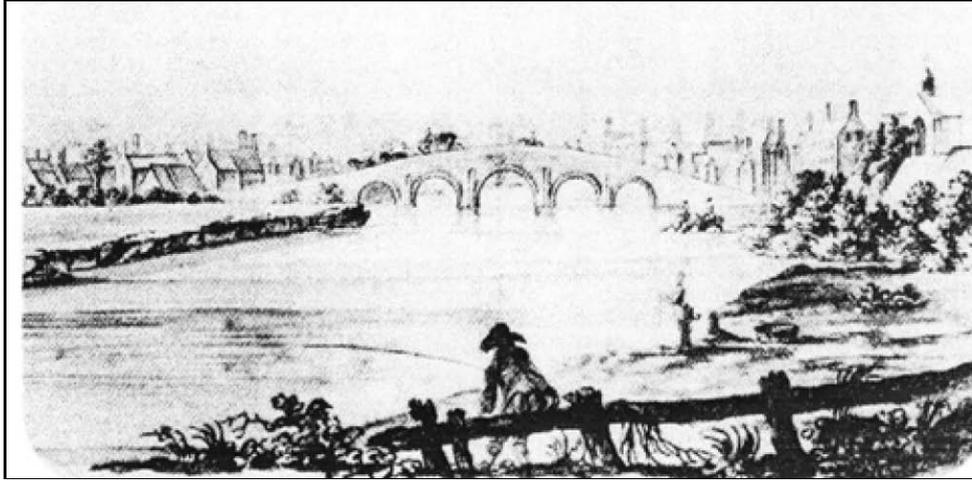
No further archaeological mitigation measures are anticipated at this location.

CHS 004

Name	Bandon Bridge
Site Type	Bridge
Townland	Bandon (Coolfadda/Gully)
RMP	CO110-019009-
RPS	00952
NGR	149268E, 55048N — 149266E, 55089N
Dimensions	40m length x 14m max. width
Plate(s)	10.5, 10.6, 10.7, 10.8
Cartography	OS 6" 1st, 2nd, & 3rd Edition maps & the OS 25" Town Map
Nature of Impact(s)	Direct - Negative - Profound
Description of Impact(s)	Underpinning of Bandon Bridge and dredging of riverbed surrounding the bridge structure



'The plot of the towne of Bandonbridge for lo Carew', c.1620, based on the original in Trinity College Dublin, TCD MS1209, showing the integral nature of the weir and the old town. Downloaded from the website www.paulturner.ca where the original map has been annotated.



View of Bandon Bridge dated 1775, downloaded from www.paulturner.ca



Photograph of Bandon Bridge in nineteenth century, from North, looking at the main bridge (Feature 004) from downstream, over to the footbridge (Feature 005). Source: National Library of Ireland, L_CAB_08849

Description

There is mention of a bridge built at Bandon in 1594 and also 1600. As depicted on a map of the town in 1620, a three-arched bridge is shown lying on the east side of the walled town, serving an integral function of uniting both sides of the settlement. The extent of the town's defences are indicated reaching downstream of the bridge, highlighting the potential for works in the river to unearth elements of the former defences. The bridge in Bandon was destroyed by a flood in 1659 and again in 1765. A drawing of 1775 shows quite a different bridge construction. Most strikingly the bridge is drawn with five arches, which are rounded in the manner of those that support the standing bridge today, with the central arch being larger and higher than its flanking pairs. The 1775 drawing describes a pronounced hump-back profile above the parapets, which is not the case today.

The standing bridge (CHS 004:002) retains cut limestone voussoirs which are alternately rusticated. Pointed break waters occur on both the upstream (west) and the downstream sides, while the arches spring over breakwaters on the east side. The western parapet retains a record of construction in 1778, while the eastern parapet records an enlargement date of 1838. The segmental arch-rings comprise twenty-nine neatly dressed arch-stones. Every second arch-stone has been decorated with a floral pattern that is now heavily eroded and hard to distinguish. The downstream side of the bridge is linear in form; while the upstream side is skewed eastwards at both ends, the northern and southernmost arches tapering westwards.

Two of the bridge piers have been partially built on exposed bedrock on the downstream side of the structure. A fifth pier structure is positioned on the south side of the southernmost archway, partially protruding from the arch-wall (CHS 004:01). The pier is constructed of rough-cut limestone slabs and is not aligned with the other pier structures of the bridge, indicating that the pier may form part of an earlier construction phase. The limestone slabs measure on average 69cm long, 45cm wide and 18cm deep.

A series of timber piles was observed at the base of each pier. A total of eighty-one piles are located at the base of the southern arch-wall of the south-most archway. The majority of the piles measure 12cm in diameter, while some larger piles were encountered with a diameter of 20cm. Fifteen piles are located at the base of the opposing arch-wall and measure a uniform 15cm in diameter. An area of neatly-cut limestone protrudes 93cm from the arch-wall at this location (CHS 004:03). It is likely that the limestone represents the residue of bridge paving that once extended between the piers, covering the riverbed beneath the archway.

Evidence of recent river maintenance works was apparent within the riverbed surrounding Bandon Bridge. Machine-assisted maintenance work had removed the overlying cobbles/ pebbles in places, and had exposed the fine-medium silty-sand located beneath. The archaeological potential of this recently exposed sub-stratum was highlighted by the recovery of two fragments of medieval pottery during the underwater survey conducted for the present scheme (Plate 10.22). In addition, a large number of ceramic fragments of nineteenth- and twentieth-century date were observed across the riverbed either side of Bandon Bridge.

One may conclude that the riverbed surrounding Bandon Bridge is of very high archaeological potential. There is a narrative for bridge redesign that is recorded in the standing remains and which indicates the possibility that elements of the pre-eighteenth-century structure remain intact on the south side of the bridge; the presence of starling piles around the piers indicates the possibility that submerged foundation levels remain intact; while recent routine maintenance work exposed sealed sedimentary layers in the riverbed that retain artefacts from the medieval period.

Proposed Impacts

The exact engineering details relating to the nature of any proposed impacts at Bandon Bridge are currently not known. However, it is anticipated that substantial riverbed dredging works are to take place immediately upstream and downstream of the bridge structure. The riverbed is to be dredged to a depth of 1.8m to achieve the design depth of 9.5mOD. In addition, it is understood that underpinning of the bridge structure will be required. These works constitute a direct, negative and profound impact to the riverbed and its archaeological potential surrounding Bandon Bridge and any submerged elements relating to the structure. It can be anticipated that significant archaeological mitigation will be required in advance of and during construction works to fully record the associated archaeological evidence.

Recommendations

It is recommended that a series of pre-dredge archaeological mitigation measures is undertaken sufficiently in advance of the construction phase commencing to ensure a proper archaeological record is achieved for works at Bandon Bridge. The measures should involve:

- 1 Detailed archaeological survey of the bridge and the riverbed below and upstream and downstream of the bridge. This will provide a robust and necessary record of the immediate context for the works associated with the bridge site. The detailed archaeological survey would present a sequence of measured drawings of the bridge and the riverbed that will inform the more detailed flood relief design impact measures in this location.
- 2 A programme of archaeological test trenching of the riverbed is recommended to ascertain more fully the depth of the archaeological deposit in advance of the proposed dredging project. The work will inform the more detailed flood relief design impact measures in this location. Note: Further archaeological requirements may arise on foot of the results of the above mitigations.
- 3 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features and objects observed in the course of the dredging and underpinning works proposed in this location.

CHS 005

Name	None
Site Type	Bridge
Townland	Bandon (Gully)
RMP	None
RPS	None
NGR	149288E, 55031N
Dimensions	10m length
Cartography	OS 25" Town Map (1904)
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

As depicted on the Ordnance Survey 25" town map of 1904, and as shown in a contemporary photograph (see CHS 004), a small stone bridge structure was built at right angles to Bandon Bridge on its south side (CHS 005). The bridge spanned a small tributary stream that flows through Bandon, running adjacent to New Road, to its confluence with the River Bandon at St. Finbarr Place. Today the bridge is concealed from view beneath a large mass-concrete culvert. Internal inspection of the culvert revealed the nineteenth-century, single-arched bridge structure sandwiched between two sides of the culvert (Plate 31). A concrete wall delineates the southern side of the river today and forms part of a riverside walkway that extends for a distance of c.300m from the culvert.

Proposed Impacts

No impact from the proposed works is anticipated at the location of Bridge Feature CHS 005.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 006

Name	None
Site Type	River revetment wall
Townland	Bandon (Rosebank)
RMP	None
RPS	None
NGR	149449E, 55137N - 149507E, 55144N
Dimensions	c.59m length
Plate(s)	10.9
Cartography	----
Nature of Impact(s)	Direct - Negative - Significant
Description of Impact(s)	Insertion of flood defence walls

Description

CHS 006 represents a linear bank consolidation measure running along the northern side of the river, located 180m downstream of Bandon Bridge. The revetment extends for a distance of c.59m and is only visible in a few places. The majority of the structure is obscured by thick overhanging vegetation. The bank has been revetted with the addition of limestone walling constructed of un-bonded rectangular slabs that are set vertically on edge; a building style that is prevalent within County Cork throughout the 1900s. CHS 006 is thought to date from the early to mid twentieth-century.

Proposed Impacts

A flood defence wall is to be inserted along this north side of the river. It is understood that this structure will measure 1.1m in height. The insertion of this structure will constitute a direct impact to the existing bank structure and any features identified along its extent, including the east half of this river revetment wall (CHS 006). The level of flood relief impacts is considered to be Direct, Negative, and Significant.

Recommendations

- 1 The opportunity should be taken to record the revetment wall as the flood relief works will result in the wall being removed.
- 2 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features or objects observed in the course of the flood relief works proposed in this location.

CHS 007

Name	None
Site Type	River revetment wall
Townland	Bandon (Rosebank)
RMP	None
RPS	None
NGR	149449E, 55137N - 149507E, 55144N
Dimensions	c.55m length
Plate(s)	10.10
Cartography	----
Nature of Impact(s)	Direct - Negative - Significant
Description of Impact(s)	Insertion of flood defense walls

Description

CHS 007 represents a stone revetment bank consolidation measure that is similar to Feature 006 and is located c.40m further downstream. It extends for a distance of c.55m and is only visible for inspection in a few places. The feature is constructed of rectangular slabs of un-bonded limestone that have been placed horizontally to form the wall structure. CHS 007 is thought to date from the early to mid twentieth-century. The south side of the river, opposite this feature, is represented by modern rock amour.

Proposed Impacts

A flood defence wall is to be inserted along this section of the north side of the river. It is understood that this structure will measure 1.1m in height. The insertion of this structure will constitute a direct impact to the existing bank structure and any features identified along its extent, including the river revetment wall (CHS 007). The level of flood relief impacts is considered to be Direct, Negative, and Significant.

Recommendations

- 1 The opportunity should be taken to record the revetment wall as the flood relief works will result in the wall being removed.
- 2 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features or objects observed in the course of the flood relief works proposed in this location.

Feature 008

Name	None
Site Type	Bridge abutment
Townland	Bandon (adjacent to Bandon Woollen Mill)
RMP	None
RPS	None
NGR	149792E, 55132N
Dimensions	c.6m length
Plate(s)	10.11
Cartography	OS 25" Town Map (1904)
Nature of Impact(s)	Direct - Negative - Significant
Description of Impact(s)	Riverbed dredging works

Description

CHS 008 is a bridge abutment located on the south bank of the river. The structure is aligned northwest - southeast and comprises eight courses of neatly finished limestone masonry. The structure measures approximately 6m in length and 1.4m in height. In addition, the underwater inspection identified a series of three large, timber piles (oak) that are square in profile protruding from the riverbed at this location. It is likely that these piles are associated with the bridge abutment located on the southern bank. A number of red bricks were also encountered, scattered widely across the riverbed at this location.

Proposed Impacts

It is also understood that the placement of the flood embankment will not impact on the bridge abutment (CHS 008) located on the southern bank of the river at NGR: 149792E, 55132N. A direct impact to the riverbed adjacent to CHS 008 will take place with the proposed removal of 1.8m of riverbed material as part of the river dredging works. This will impact directly on any submerged features associated with the bridge that once crossed the river at this location. The level of flood relief impacts is considered to be Direct, Negative, and Significant.

Recommendations

- 1 The opportunity should be taken to record the revetment wall as the flood relief works will result in the wall being removed.
- 2 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features or objects observed in the course of the flood relief works proposed in this location.

CHS 009

Name	None
Site Type	River revetment wall
Townland	Knockbrogan
RMP	None
RPS	None
NGR	149893E, 55232N - 150069E, 55327N
Dimensions	c.200m length
Plate(s)	10.12
Cartography	----
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 009 forms a section of river walling that extends along the northern side of the river for a distance of approximately 200m. It is located 60m downstream of Feature 008. In comparison to features F006 and F008, the structure is in a poor state of preservation with frequent collapse material visible within the adjacent riverbed. The structure measures between 30cm and 60cm in height and is constructed of randomly coursed un-bonded limestone blocks. A modern, poured mass-concrete structure is inset into the southern bank at NGR 150114E, 55312N, approximately 20m downstream of CHS 009. The OS 25" town map of 1904 records a *Suspension Bridge (Foot)* at this location, however, no visible remains of this structure was encountered as part of the on-site inspection.

Proposed Impacts

No flood protection measures are to be inserted along the north side of the river at this location. As a result, no impacts to the river revetment wall (CHS 009) are anticipated.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 010

Name	None
Site Type	Pier/ jetty
Townland	Ballylangley
RMP	None
RPS	None
NGR	150317E, 55482N
Dimensions	c.9m length
Plate(s)	10.13
Cartography	----
Nature of Impact(s)	Direct - Negative - Significant
Description of Impact(s)	Insertion of flood defense walls/ Riverbed dredging works

Description

CHS 010 is located on the south side of the river and is a stone-built feature that extends from the riverbank in a north-northwest direction for a distance of 9m. The first 1.2m of the structure (bankside) remains intact, while the remainder consists of foundation stones with overlying masonry collapse. The feature is constructed of seven (visible) courses of neatly-cut limestone that are bonded with a coarse-grained lime mortar. The structure remains upstanding in part, to a maximum height of 2m. It is thought to be of eighteenth-century date and once formed a pier/ jetty that reached into the river to facilitate access to fishing cots or similar river craft.

Proposed Impacts

A 1.1m high flood defence wall is to be inserted along the south side of the river at this location, immediately south of jetty/pier structure CHS 010. This will result in a direct impact on the south terminus and east side of the pier structure. In addition, the proposed dredging works will have a direct impact on the foundation stones/ overlying masonry collapse that extend into the river to form the northern end of the structure. It is anticipated that much of this structure will be either be removed by the proposed dredging activity or buried by the associated flood defence wall.

Recommendations

- 1 The opportunity should be taken to record the revetment wall as the flood relief works will result in the wall being removed.
- 2 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features or objects observed in the course of the flood relief works proposed in this location.

CHS 011

Name	None
Site Type	Fish weir (possible)
Townland	Knockbrogan/ Ballylangley
RMP	None
RPS	None
NGR	150339E, 55559N — 150304E, 55563N
Dimensions	39m length
Plate(s)	-
Cartography	----
Nature of Impact(s)	Direct - Negative - Slight
Description of Impact(s)	Riverbed dredging works

Description

Feature 011 comprises a series of sub-rounded boulders that form a linear feature within the river, running between the riverbanks in an east-west direction. This riverine feature does not appear to be a natural formation and may have once formed part of a rudimentary fish weir; a common feature of the nineteenth-century river landscape.

Proposed Impacts

The riverbed at the location of CHS 011 will be subject to dredging activity. This will result in a permanent direct impact on the feature.

Recommendation

- 1 Archaeological monitoring is recommended during the construction phase, to record the nature and extent of any features or objects observed in the course of the flood relief works proposed in this location.

CHS 012

Name	None
Site Type	Railway Revetment
Townland	Ballylangley
RMP	None
RPS	None
NGR	150911E, 56144N - 151008E, 56165N
Dimensions	100m length
Plate(s)	10.14
Cartography	OS 25" Town Map (1904)
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 012 comprises a substantial masonry wall running along the south side of the waterway at the apex of a river meander. It is constructed of well-bonded and neatly-cut/ faced limestone blocks of uniform height within each masonry course. The structure measures approximately 4m high and 100m long. It is associated with the nineteenth-century railway line (Cork Bandon South Coast Railway) that once ran along the south side of the River Bandon. The revetment structure was clearly placed to prevent river erosion at the meander from undermining the railway line at this location.

Proposed Impacts

No flood protection measures are to be inserted along the southern side of the river at this location. As a result, no impacts are anticipated to the railway revetment wall (CHS 012).

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 013

Name	None
Site Type	Platform (fishing)
Townland	Ballylängley
RMP	None
RPS	None
NGR	151011E, 56176N
Dimensions	3m length
Plate(s)	10.15
Cartography	----
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

This feature is located 10m downstream from CHS 012 and is thought to be a fishing platform of probable twentieth-century date. It is constructed of un-bounded slabs of rough-cut limestone masonry. The feature is visible extending approximately 2m from the riverbank.

Proposed Impacts

No flood protection measures are to be inserted along the southern side of the river at this location. No impacts are anticipated to CHS 013.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 014

Name	None
Site Type	Wall (part of bridge)
Townland	Kilbeg South
RMP	None
RPS	None
NGR	151630E, 56937N
Dimensions	4.5m length
Plate(s)	10.16
Cartography	OS Third Edition (1841) and OS 25" (1904) maps
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 014 is located on the north side of the river and forms part of a modern (twentieth-century) bridge structure providing access to a private driveway for a nineteenth-century house nestled within woodland located. F014 comprises of a neatly finished masonry wall into which a modern bridge has been retro-fitted at its north end. A river crossing point is depicted on the OS 25" (1904) map at this location and pre-dates the existing structure. It is likely that CHS 014 once formed part of this earlier structure, a structure that was contemporary with the construction of the associated estate house.

Proposed Impacts

No flood protection measures are to be inserted along the northern side of the river at this location. As a result, no impacts are anticipated to CHS 014.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 15

Name	None
Site Type	River walling
Townland	Kilbeg South
RMP	None
RPS	None
NGR	151693E, 57016N - 151884E, 57154N
Dimensions	235m length
Plate(s)	10.17
Cartography	----
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 015 comprises of a section of river walling measuring 235m in length that delineates the north side of the river as it flows past a section of woodland belonging to a nineteenth-century estate property. This feature appears to be relatively modern and is likely to form part of estate maintenance works undertaken sometime in the early to mid-1900s.

Proposed Impacts

No flood protection measures are to be inserted along the northern side of the river at this location. As a result, no impacts are anticipated to CHS 015.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 016

Name	None
Site Type	Fording point (poss.)
Townland	Kilbeg South
RMP	None
RPS	None
NGR	151952E, 57184N
Dimensions	----
Plate(s)	10.18
Cartography	OS Third Edition (1841) and OS 25" (1904) maps
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 016 represents the possible location of a fording point as depicted on the OS First Edition (1841) mapping. At this location the river becomes extremely shallow and outcrops of bedrock are visible on either side of the riverbank. A small naturally formed island is also located on the northern side of the river where sediment deposition is taking place.

Proposed Impacts

No flood protection measures are to be inserted along either side of the river at this location. In addition, no riverbed dredging is to take place along this section of Bandon River; the proposed dredging terminating 400m upstream of CHS 016. As such, no impacts are anticipated to CHS 016.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 17

Name	None
Site Type	Weir (Eel)
Townland	Kilbeg South
RMP	None
RPS	None
NGR	152027E, 57330N — 152082E, 57458N
Dimensions	c.150m length
Plate(s)	10.19
Cartography	OS Third Edition (1841) and OS 25" (1904) maps
Nature of Impact(s)	None predicted
Description of Impact(s)	No impact at this location

Description

CHS 017 forms part of an eel weir as depicted on the OS 1841 map. The feature forms a linear structure running north-northeast to south-southwest along the centre of the waterway. It is heavily overgrown with low-lying vegetation and small trees that obscure any detailed inspection of the structure's fabric. The feature represents a substantial construction, measuring 150m long and 2m wide, and most likely formed part of the extractive resources of the adjacent nineteenth-century estate.

Proposed impacts

As identified for CHS 016, no flood protection measures are to be inserted along either side of the river at this location. In addition, no riverbed dredging is to take place along this stretch of the waterway; the proposed dredging is to terminate 550m upstream of CHS 017. As such, no impacts are anticipated to this feature.

Recommendations

No further archaeological mitigation measures are anticipated at this location.

CHS 018

Name	Bandon town wall
Site Type	17 th -century town wall
Townland	Coolfadda
RMP	CO110-01914-
RPS	None
ITM	548876, 555118 to 548868, 555170
Dimensions	c.50m length in vicinity of scheme
Plate(s)	10.20, 10.21
Cartography	OS 6" 1st, 2nd, & 3rd Edition maps & the OS 25" Town Map
Nature of Impact(s)	Direct - Negative - Significant
Description of Impact(s)	Flood defence walls and embankments

Description

There are no above ground remains of the west line of the town wall in the vicinity of the north bank. The southernmost element of the town defences in this area is a small overgrown mound within the river channel that comprises the recorded site of the levelled remains of a wall tower. This feature is located c. 3m from the north bank and will not be impacted by the proposed scheme. The sub-surface remains of the town wall (CHS 018) are partially visible in section on the north bank directly to the north of the tower site. The line of the town wall is barely perceptible as a low earthen bank (c. 15cm high), with occasional masonry outcropping, for a distance of c. 10m as it extends to the north. The surface traces of the line of the town wall then disappears under a row of mature trees that extend for c. 20m to the north. The projected line then continues under a boundary wall (c. 30cm thick) that delimits the west end of a farmyard. There were no visible traces of an associated feature, such as an external fosse, noted in the boggy floodplain immediately to the west of the wall. No traces of an external fosse were uncovered during archaeological testing immediately outside the line of the town wall in other sites in the town (e.g. Appendix 10.3: McCarthy 1998)

Proposed Impacts

The flood defences on the north bank of the Bandon River will cross the projected line of a sub-surface section of the town wall. It is envisioned that mitigation measures will be adopted to ensure preservation *in situ* of the town wall.

Recommendations

It is recommended that archaeological testing take place on the line of Bandon Town Wall in advance of development, to ascertain the nature and extent of the sub-surface remains of the wall and related deposits in the areas to be impacted by the scheme. Any proposed works to the sub-surface section of the town wall will only be carried out following consultation with the project archaeologist, a built heritage specialist and the National Monuments Service.

CHS 019

Name	Bandon pedestrian bridge
Site Type	20 th -century footbridge
Townland	Gully-Coolfadda
RMP	No
RPS	No
ITM	149041, 55037
Dimensions	
Plate(s)	
Cartography	
Nature of Impact(s)	Direct, negative, profound
Description of Impact(s)	Replacement

Description (from NIAH)

Freestanding ten-span cast-iron deck bridge, erected 1908, spanning the Bandon River. Cast-iron columns springing from triangular concrete cutwaters with render reinforcements to base of columns. Cast-iron tie-beams supporting cast-iron service pipes and supporting girders. Makers mark to girders reads: 'John Buckley Contractor Bandon, The National Foundry Belfast'. Cast-iron girder and concrete slab deck, having cast-iron railings. Rubble stone abutment to northern bank having rubble stone and concrete block parapet walls.

Proposed Impact

Removal of 20th-century pedestrian bridge and replacement with new structure.

Recommendations

Detailed survey of existing structure to be carried out in pre-development phase by built heritage specialist.

CHS 020

Name	Moanarone Distillery
Site Type	Former 19 th -century distillery
Townland	Moanarone
RMP	CO110-0
RPS	No
ITM	550307, 555170
Dimensions	
Plate(s)	
Cartography	
Nature of Impact(s)	Direct, negative, significant
Description of Impact(s)	Upgrading of existing culvert

Description (from Archaeological Survey of Ireland)

Built by George Allman in 1825; on tributary of Bandon river just E of Bandon. Large complex, built on split level around central yard enclosed by high wall. Most early 19th century structures levelled or rebuilt. Well preserved NW range of residential/commercial structures. Imposing 5-storey corn store (date plaque 1870) to SW of complex.

Proposed Impact

Upgrading of an existing culvert that extends through open yard area. No remaining distillery structures in vicinity of culvert

Recommendations

Archaeological monitoring of culvert upgrading works