

Tipperary County Council

Summary Architectural Heritage Assessment

FAO: Paul Crowe

From: Eamonn Hunter, *Executive Architectural Conservation Officer (ACO)*

Date of referral: 24th February 2025

Date of issue: 19th May 2025

Planning reference: n/a

Development: Clare Glens River Walk

Core heritage data	
Site name and location	Scraggeen, Newport (Close to V94N8C0)
Protected structure reference and relevant development plan	TRPS793 <i>Tipperary County Development Plan 2022-2028</i>
ACA	n/a
Archaeology	LI007-013---- Bridge and TN037-035---- ringfort
Site last inspected by ACO	14 th March 2025
Conservation professional providing specification and/or impact assessment	n/a
Project designer/agent	Will McGarry and Associates Engineers, Clonmel

Desktop review of application material and site inspection

The main identified impact of the proposed development will result in removal of approximately 51m of existing historic roadside boundary treatment (*figure 3* below) comprising native hedgerow species on and around a stone and earth embankment (*figure 4*) that encloses the rough pasture behind it (*figure 5*) and provides retention to areas where there is a higher ground-level above the existing public roadway (local road ref. L-2164-0). This is a traditional roadside boundary feature which is similar to many similar treatments on narrow roads in rural areas throughout the region. The roadside boundary has particular natural heritage value as a relatively undisturbed habitat for a variety of native species of flora and fauna as well as its vernacular built heritage interest and positive contribution to the general visual amenity of this site.

The proposed removal of this portion of existing roadside boundary is necessary to provide the required safe entrance for pedestrian users of the Clare Glen walkway (*figure 10*) as well as minimal, necessary maintenance access to facilitate the upkeep of the public walkway that has been in place since the early twentieth-century and is likely to considerably predate the paths and features depicted on the 1903 Ordnance Survey map extract shown on *figure 2* below. There will be a loss of existing historic roadside boundary fabric but it is proposed to reuse existing rubble stone and earth

salvaged from the removal of the present structure to reconstruct a newly-aligned replica boundary, observing the historic masonry style and reinstating native hedgerow tree species to match the existing habitat. In this way, the historic building fabric, vernacular style and naturalised visual amenity value of the boundary will be retained and will have no significant negative impact on the historic character of the area. It is advised that stone work for the realigned roadside boundary should incorporate well-bonded, dry-stone retaining walls and masonry facing with no use of cement, finished to match the joint widths, horizontal bedding and well-tied construction of existing historic walling and field boundaries in the immediate vicinity.

The proposed works to the rest of the site, as detailed on drawings are not foreseen to have any potential negative impact on the historic fabric or character of Clare Bridge (*figures 7, 8 and 9*), a protected structure and recorded archaeological site, or on any other historic items along the route of the proposed development.

The replacement of the existing footbridge (*figure 11*) some 475m east of the protected Clare Bridge will involve removal of an existing twentieth-century concrete bridge on the same site of a historic footbridge depicted on the 1903 OS map. As such, there will be no loss of historic fabric or character from this unprotected structure and the proposed works to build a new bridge here (*figure 12*) will facilitate the appropriate continued and enhanced use of the foot path that has existed on this site for over a century.

There are some limited path upgrade works proposed in the vicinity of a recorded ringfort approximately 1.1km south-east of Clare Bridge and while these are likely to be minor works to an existing pathway, care will be taken to ensure that no impacts on the archaeological potential of the site result from works or ongoing use of the walkway.

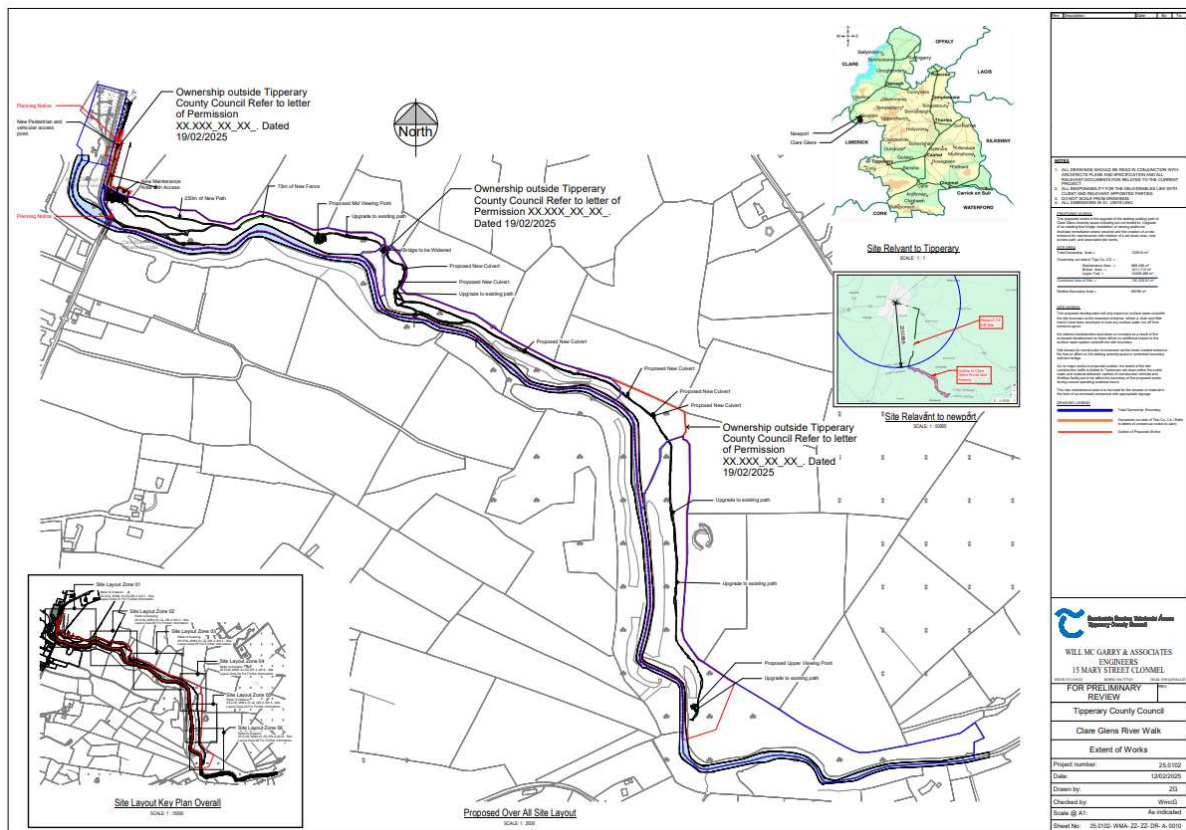


Figure 1: Proposed site plan for Clare Glens River Walk

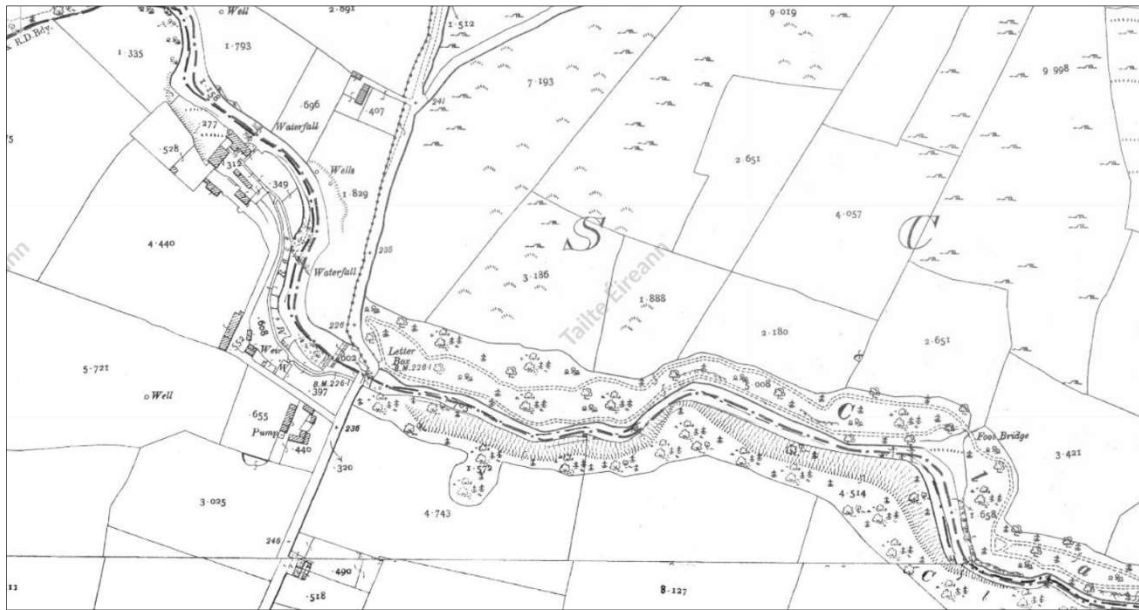


Figure 2: Extract from 1903-published 25" Ordnance Survey map of subject site showing historic footpaths through mixed woodland along northern bank of Clare River. Proposed site entrance (approximately 100m north of Clare Bridge), is shown as solid roadside boundary, presumably as per the present arrangement of traditional stone and earth embankment extant on site. Footbridge depicted to bottom right corner of map extract above was replaced in late twentieth-century and replacement, upgraded foot bridge is currently proposed on this site.



Figure 3: View to south along L-2164-0 with 51m of existing roadside boundary proposed to be removed to facilitate sight-lines for new vehicular and pedestrian entrance to walkway with similar stone and earth embankment with native hedgerow species to be reinstated as roadside boundary to both sides of proposed new timber entrance gates.



Figure 4: Detail of existing roadside boundary to be referenced in reinstated portion of boundary to be realigned around new entrance. Careful study of existing stone bedding style by masonry contractor when the roadside boundary is being removed will help to inform an accurate replication of this traditional structure on its new alignment. Use of local stone and earth for construction together with use of native hedgerow saplings (in preference to mature trees with supports), sourced as locally as possible to the site will assist in the rapid naturalisation of the realigned boundary.



Figure 5: Area of existing field proposed as site for maintenance turning area with pedestrian link to existing footpath provided through existing woodland to south (right side of photograph).



Figure 6: View to south along L-2164-0 with proposed site for maintenance vehicle turning area beyond retained existing roadside boundary to left side of photograph and approach to Clare Bridge (a protected structure) in middle distance to south.



Figure 7: Upstream, west elevation of Clare Bridge from existing footpath installed behind historic roadside boundary in recent years. Proposed works to upgrade Clare Glens walk will have no impact on existing views to or from Clare Bridge.



Figure 8: Existing historic gateway (and later kissing gate) immediately north of Clare Bridge on downstream (east) approach wall with wrought-iron gate on rubble sandstone piers.



Figure 9: Downstream, east elevation of Clare Bridge from southern bank of Clare River.



Figure 10: Existing footpath through woodland on northern banks of Clare River. This path will be retained with upgraded sections where necessary to provide safe and improved access while maintaining the existing, historic woodland character of the site.



Figure 11: South-west elevation of replacement concrete bridge over streambed of tributary to Clare River, approximately 475m east of Clare Bridge. Proposed replacement of this structure to provide improved access at this point (the historic location of a previous foot bridge) will not result in any loss of historic fabric and will be appropriate to retain a pedestrian way along this historic route.

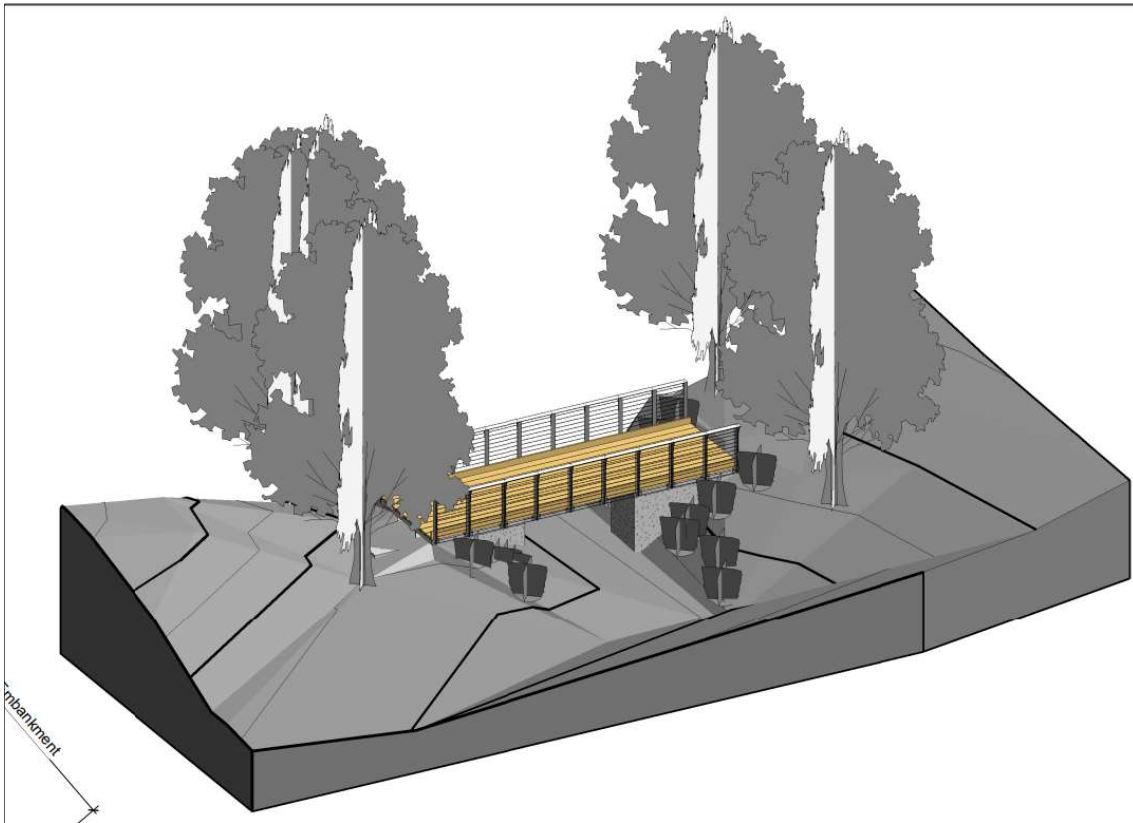


Figure 12: Isometric view of proposed new footbridge to replace that in figure 11 above shows appropriate design with durable but visually unobtrusive materials continuing to provide pedestrian and maintenance vehicle access to this historic pathway.

Observations

This proposed development has been well-considered and is not expected to have any significant negative impact on identified sites of built or cultural heritage significance. It will have a positive overall impact on the retention and ongoing sensitive maintenance of a long-established amenity walk and is likely to encourage best practice conservation maintenance of significant, historic masonry structures in the vicinity of the walk way, such as Clare Bridge.

Eamonn Hunter

Executive Architectural Conservation Officer

19th May 2025