
Appendix 14.8

Detailed Field Inspection Results



Rialtas
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Tionscadal Éireann
Project Ireland
2040



Air Roinn Iompar
Turasoireachta agus Spóirt
Department of Transport,
Tourism and Sport



TIIV
Transport Infrastructure
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Dún Dealgan
In Contae Lármanach
Limerick City
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APPENDIX 14.8

Detailed Field Inspection Results

A field inspection of all accessible lands within and immediately adjacent to the proposed road development boundary was carried out from 28th May to 6th June 2018 and on January 25th 2019. Conditions were very sunny with clear skies throughout the length of the inspection.

Durnish

Lands at Durnish are proposed for the location of a heavy goods vehicle service area. Two potential archaeological features were identified through LiDAR survey within the proposed road boundary. LI 4 is recorded as an oval raised area, possibly a modified natural platform measuring 56.4 x 41.5m which is truncated to the northeast by the railroad. This feature is clearly visible on the ground (Plate 14.1 – Plate 14.2), however, given the undulating nature of the field this feature appears to be a natural platform rather than man made. A second feature, LI 84 is located 160m south southeast of LI 4. This was recorded as a small univallate ringfort measuring c. 34m in diameter. Although the confidence rating within the LiDAR report is very high, the ringfort was not identifiable on the ground. Linear and curvilinear features were present (Plates 14.3 – 14.4); however, these do not appear to form the circular pattern typical of ringforts and are more likely associated with drainage across this largely waterlogged and boggy field. The townland boundary between Durnish and Corgrig (TB 53) and between Durnish and Ardaneer (TB 1) consists of the Ardaneer stream, with the area also located within an Area of Archaeological Potential (AAP 1).

Corgrig

The proposed road development begins in the townland of Corgrig, at the south eastern end of the village of Foynes, Co. Limerick. One large regular field with high grass is located within the proposed road boundary in this townland, with the townland boundary (TB 1; Ch. 1+150) at the south consisting of the small Ardaneer stream (Plate 14.5). This boundary and the land immediately adjacent have been identified as an Area of Archaeological Potential (AAP 1); however, no archaeological features were noted here during the site inspection.

Ardaneer

As the proposed road moves south eastwards, it runs roughly parallel to the existing N69 to the west, through the townland of Ardaneer. At the northern end of the townland the landscape is occupied by north-northwest to south-southeast oriented ridges with corresponding valleys (Plate 14.6). Mature trees occupy the ridges, while the valleys are covered in reeds indicating boggy ground, 19th century OS maps also indicate marshy ground in this area. The landscape rises towards the south and evens out to a flatter plateau with very gentle undulations containing LI 7/CH 4 (Ch. 1+700), a relict field system clearly visible on aerial photographs. The relict boundaries are visible on the ground as upstanding linear features (Plate 14.7) and are spread across the entire field. Only the very north eastern edge of the field is located within the proposed road boundary, therefore the impact from the road development is limited to a small portion of the field system. There is no evidence, from aerial photographs, LiDAR survey or site inspection, for the continuation of this relict field system in the fields to the east, through which the proposed road travels. However, these fields appear to be more intensively farmed, therefore the relict boundaries may extend into these fields and survive as below ground remains. Ringfort AH 2 (Ch. 1+900) is also located in the same field as the relict field system, however it is located entirely outside of the proposed road boundary. The bank of the ringfort survives above ground as a low bank approximately 0.2m high (Plate 14.8). A further potential ringfort, LI 10 (Ch. 1+700), was identified associated with the relict field system. This is located outside of the proposed road boundary and no evidence was seen for this feature on the ground.

Sroolane North

The townland boundary between Ardaneer and Sroolane North to the south (TB 2; Ch. 2+170), consists of the small Robertstown stream with dense vegetation either side (Plate 14.9), with the landscape sloping gently down towards the stream from the northwest. This boundary and the land immediately adjacent has been identified as an AAP (AAP 2); however, no archaeological features were noted here during the site inspection. The field to the north of this boundary contains a possible gate post or standing stone (CH 102; Ch. 2+000), which is partially obscured by a mature tree and other vegetation. The stone is located just north of the centre of the field, within the proposed road boundary (Plate 14.10) and measures approximately 1.5m high and 0.4m wide. No evidence for any gate fittings could be seen on the visible surfaces, however, it does appear to have been worked, with angled corners and is most likely a former gatepost, rather than prehistoric standing stone. The first edition Ordnance Survey maps shows a field boundary running west northwest to east southeast, approximately 30m to the south of the feature. As the mid-19th century mapping techniques were not completely accurate, this boundary may indeed have been located to the north and could have incorporated the feature. No evidence for a corresponding gatepost were noted close to the feature and no relict field boundary could be seen on aerial photographs leading to or from the feature.

Three fields are located within the proposed road boundary in the townland of Sroolane North, all of which are pasture and recently harvested silage fields. A possible ringfort (LI 9; Ch. 2+250) is located in the field to the south of the townland boundary, however no evidence for this feature was identified during the site inspection (Plate 14.11).

Robertstown

The townland boundary between Sroolane North and Robertstown (TB 3; Ch. 2+600) consists of the small Robertstown stream, which has been identified as an AAP (AAP 3). No archaeological features were noted here during the site inspection. A larger stream, known as the Shanagolden stream, is located to the east of the townland boundary and has also been identified as part of AAP 3, again however, no archaeological features were noted here during the site inspection. The landscape immediately either side of the existing N69 is largely flat, before rising gently to the south and southeast. An area of disturbance was identified at the southern side of the N69, where construction work had begun but apparently has ceased (Plate 14.12). A relict field system (CH 5; Ch. 2+750) was identified from aerial sources within the remainder of this field. While evidence was seen for this relict field system at the east side of the field (Plate 14.13), outside of the proposed road boundary, no trace was identified at the western side. A ringfort, AH 4 (Ch. 3+200) is located within the proposed road boundary, however this was located outside of the boundary at the time of the site inspection. Therefore, the monument was not inspected at the time of survey, however the RMP does record that the monument has been removed.

Pasture and silage fields situated across largely flat ground dominate across the proposed road boundary in Robertstown, with a small area of rough ground towards the eastern side of the townland.

The LiDAR survey has identified a number of possible ringforts/enclosures across the townland (LI 17, LI 18, LI 21, LI 23) one of which is adjacent to the proposed road boundary and may extend into it (LI 17; Ch. 3+000). A relict field system may also extend into the proposed road boundary (LI 22; Ch. 3+550), as does a further possible enclosure identified from aerial photos, but not picked up during the LiDAR survey (CH 6; Ch. 3+450 – 600). LI 17 and LI 18 are located in a silage field which had yet to be harvested, therefore visibility was extremely limited and no sign of the features was seen (Plate 14.14). Features LI 21, 22, 23 and CH 6 are located within a field which was inaccessible due to the presence of a bull at the time of survey, therefore the presence and condition of these features could not be assessed.

Saint Robert's Roman Catholic Church (BH 17; Ch 2+700) is located approximately 30m northeast of the proposed road boundary, on the northern side of the existing N69. The building is a freestanding gable-fronted structure, built in 1830. Comprising of a five-bay nave with two-bay single-storey flat-roofed porch to the west elevation, three-bay single-storey sacristy to the east elevation, it incorporates a central single-bay crenellated porch to the south elevation. It possesses a pitched slate roof with cut limestone copings and finial and cast-iron rainwater goods. The NIAH survey states "*The regular form of this church is enhanced by the restraint in the exterior ornamentation, which makes a strong impression on the landscape. The stained glass windows and the decorative Gothick styled reredos in the interior add considerably to the importance of this rural church*" (www.buildingsofireland.ie). A large car park is located to the south of the Church, directly off the N69, with the boundary on the south side of the N69 consisting of a low hedge. This allows for clear views from the Church southwards, towards the proposed road (Plate 14.15 — 14.16).

Rinculla

The townland boundary between Robertstown and Rinculla (TB 4; Ch. 3+630) is the local road, while the boundary between Rinculla and Craggs (TB 5; Ch. 4+450) is the Ahacronane Stream, which is lined on both banks with dense vegetation and mature trees (Plate 14.17). The latter boundary has also been identified as an AAP (AAP 4), however, no archaeological features were noted along its length during the site inspection. The field directly to the east of the road is occupied by dense scrub and vegetation, with access not possible. The remainder of the fields in this area are pasture and silage fields, which gently slope eastwards towards the river.

Two ringforts/enclosures, which are recorded monuments, are located in Rinculla (AH 6, 7), with AH 7 located within the proposed road boundary (Ch. 4+050). This enclosure is roughly square and located on a slight rise in undulating pasture. It is enclosed by a collapsed stone and earth wall which is obscured by dense vegetation (Plate 14.18) and is incorporated into the surrounding field-boundary system on the east and south sides.

A large enclosure identified by LiDAR survey (LI 25; 4+200) and aerial photo analysis, as well as a possible associated field system (CH 8; Ch. 4+000 – 4+350), are located at the eastern end of Rinculla. While the enclosure is located outside of the proposed road boundary, the field system does extend in to it, although the majority is located outside and to the south. The field that contains these features was occupied by tall grass at the time of survey, making identification of the archaeological features difficult (Plate 14.19).

Craggs

Access to much of the land in Craggs townland was restricted except for one field at its eastern end. Ringfort AH 8 (Ch. 4+650) is located within the proposed road boundary in Craggs, however no access was gained to this area. From aerial photographs, it appears that the site has been removed as part of quarrying activities. While enclosure AH 9 (Ch. 5+200) is located in an area of forestry to the south of the proposed road, no associated archaeological features were identified within the proposed road boundary to the north (Plate 14.20). This field provides extensive views of the landscape to the east and northeast, towards the River Shannon.

Mulderricksfield

The townland boundary between Craggs and Mulderricksfield (TB 6; Ch.5+250) consists of a mature hedgerow with a high frequency of mature trees. Fields at the eastern end of Mulderricksfield are silage fields which had yet to be harvested (Plate 14.21), but no archaeological features were identified in this area. An abandoned vernacular structure (CH 9; Ch. 5+400) consisting of a farmhouse (present on the first edition OS map c.1840) and associated outbuildings (Plate 14.22-23) is located 60m north of the proposed road boundary.

The house and farmyard are surrounded by thick hedges and mature trees, which screen it from the proposed road. The house is a three-bay structure with windows and doorway on the northern and southern elevations and no windows on either gable end. Two chimney stacks are located at the centre and towards the southern end of the slate pitched roof. Ridge tiles and guttering are still present. No access was gained to the interior and the house is in a state of disrepair. Two outbuildings are located within the farm yard, one directly to the west of the house, the other to the southwest. Both are missing their roofs and are in a ruined state, with large amounts of vegetation occupying all elevations and the interiors.

An enclosure (LI 29/CH 11; Ch. 5+500), which extends into the proposed road boundary was not identified on the ground due to very high grass in the field at the time of the site inspection. The site of vernacular buildings seen on the first edition OS map (CH 10; Ch.5+550) were not identified on the ground, with only an area of rubble present (Plate 14.24).

An Emergency 1939-1945 concrete pillbox (CH 103) was identified within a field boundary at Irish Transverse Mercator (ITM) 529660, 649098 (Ch.5+500). The feature measured 1.3m high and approximately 2.1m long (Plate 14.25). Much of the feature was obscured by vegetation and partially buried, therefore the dimensions are likely to be larger, in line with the other pillboxes (discussed below). The northern and eastern elevations of the pillbox were exposed, with openings (known as 'loops') placed centrally in both (Plate 14.26-27). Vegetation obscured the western and southern elevations; however, a loop could be seen through the inside of the pillbox, on its western side. Views from the pillbox are restricted due to dense vegetation along the field boundaries in the area (Plate 14.28).

Fields at the western end of Mulderricksfield were dominated by silage fields, which had yet to be harvested. Here the landscape rises from the west and levels out from Ch. 5+400, before sloping gently down to the west from Ch.5+900.

Ballyclogh

The townland boundary between Mulderricksfield and Ballyclogh (TB 8; Ch. 6+210) consists of a double boundary with a high (approximately 1.4m) stone wall to the west. Thick vegetation, including mature trees, line the boundaries. LI 34 (Ch. 6+250) has been recorded as a possible enclosure or farmstead, which may be part of a ringfort to the east of TB 8. A slight raised area could be seen in the field, though this was very ephemeral and difficult to discern fully (Plate 14.29).

Three further pillboxes have been recorded in the townland of Ballyclogh (BH 25, 26 and 27; Ch. 7+100, 6+350 and 6+725), all of which are Protected Structures as defined by the Limerick County Development Plan (2012-2016). Although two of these (BH 25 and 26) have been recorded as located within the proposed road boundary, BH 25 is in fact located 42m south of its recorded location, which brings it outside of the proposed road boundary. The recorded locations of BH 27 and BH 26, as per the Limerick County Development Plan, are also incorrect, with BH 26 and BH 27 located 71m and 48m southwest of their recorded locations respectively.

Pillbox BH 26 (Ch. 6+350) is located on the summit of a small rise within the proposed road boundary, with ranging views to the north and northeast (Plate 14.30). Views in other directions are obscured by thick vegetation along the field boundaries. Similar to the other pillboxes, this is of concrete construction and measures 2.2m x 2.2m and is 1.75m high. An entrance can be seen on the southern elevation (Plate 14.31), with loops on the northwest corner (Plate 14.32), covering the north and west elevations, and two others centrally placed on the south (Plate 14.31) and west (Plate 14.33) elevations.

Both BH 25 (Ch. 7+100) and BH 27 (Ch. 6 + 725) are located outside of the proposed road boundary. Pillbox BH 27 is located on the summit of a small hill with ranging views to the north, northeast and northwest (Plate 14.34). Directly to the south is a field boundary with heavy vegetation which entirely obscures views in this direction. The pillbox is of concrete construction and measures 2.2m x 2.2m and is approximately 1.15m high. The entrance is located on the southern elevation but is only visible through the loops due to vegetation on the exterior (Plate 14.35), with each elevation having loops centrally placed (Plates 14.36 - 14.38). Much of the lower half of the structure appears to be buried, including the entrance on the southern elevation. Metal structural pillars can be seen protruding from the northeast, southeast and northwest corners of the structure (Plate 14.36-38).

Pillbox BH 25 is located on a raised area in the centre of a large field, as with BH 27, the lower half of this pillbox has been buried, sealing off the entrance along the east elevation (Plate 14.39). Views are extensive to the west (Plate 14.40), with views in other directions obscured by hedgerow vegetation. The pillbox measures 2.2m x 2.2m and is approximately 0.9m tall, with loops located on all corners of the structure (Plates 14.41-44).

An additional pillbox, which is not recorded in the Limerick County Development Plan, was discovered during the survey at ITM 531603, 648679 (CH 104; Ch. 20+700). This structure is located within a field boundary, oriented northwest to southeast. Due to its location within the field boundary much of it is obscured by vegetation, with only the southern elevation exposed (Plate 14.45). The structure is 2.2m wide and 0.95m high, indicating much of the lower half is buried. The entrance can be seen, through the southern loop, to be located on the western elevation (Plate 14.46). Loops are located centrally on all elevations.

Townland boundary TB 7 (separating Ballyclogh and Ballyellinan), consisting of Lismakeery stream with dense vegetation, runs through the proposed road boundary from east-west, as does AAP 5. This AAP incorporates the stream and areas of boggy ground to the north and south. No specific archaeological features were identified in this AAP.

A number of features of possible archaeological origin have been identified during the LiDAR survey in the townland of Ballyclogh, within the proposed road boundary (LI 40; Ch. 20+200) and surrounding it (LI 37-39; Ch. 20+300-550). LI 40 is a small enclosure, possibly a ringfort, which may be visible on the ground; however, the remains are extremely ephemeral and difficult to discern (Plate 14.47). Feature LI 38, which may be a ringfort or demesne feature, is clearly visible in the landscape (Plate 14.48) while LI 37, which may represent a possible deserted medieval settlement, was not discernible.

The demesne of Ballyclogh House (DL 1) is located within and to the south and southwest of the proposed road and originally covered an area of c.60 ha. The ruins of Ballyclogh House are located 500m west of the proposed road, with the proposed road crossing the eastern side of the demesne, severing the very eastern edge from the remaining area. The boundary of the demesne can be traced in the field boundaries and mature trees across the landscape, with a 280m long tree belt associated with the demesne located within the proposed road boundary at Ch. 20+150 – 400 (Plate 14.47). LI 38, mentioned above, may also be a demesne feature, rather than a ringfort, and is located outside of the proposed road boundary.

The landscape across Ballyclogh slopes from the western end gently westwards and south westwards, with the majority of field being use for grazing or silage production.

Ballycullen / Ballyellinan

The link road to Askeaton and the N69 extends from the townland of Ballyclogh, Ballyellinan, Ballycullen and through the townland of Cloonreask. The townland boundary between Ballyellinan and Ballycullen (TB 10; Ch. 10+300) consists of Lismakeery stream with dense

vegetation and has also been identified as an AAP (AAP 5). LI 13 (Ch. 10+450), a possible oval enclosure and CH 16 (Ch. 10+450), a vernacular building in ruins, were identified in this area (within the proposed road boundary); however, access was not possible due to aggressive livestock. LI 14 (Ch. 10+800) is located 35m northwest of the proposed road boundary, although some darker patches of grass were evident in the area, which may be seen to form elements of a potential circular feature (Plate 14.49), it was not possible to obtain an accurate view of LI 14 from the ground.

The demesne (DL 2) of Ballycullen House (BH 20; Ch. 20+600) is located adjacent to the proposed road, from Ch. 20+400 – 21+400. Ballycullen House (BH 20) is located 194m east of the proposed road and is well screened by high walls along the local road and mature trees to the north, southwest, south and southeast. The demesne originally covered an area of c. 47 ha. The dense tree lines to the north, southwest, south and southeast of the house allow the edge of the demesne to be easily traced in the landscape, with the south eastern and southern treeline abutting the proposed road boundary.

Cloonreask / Coolrahee

Townland boundary TB 11 (Ch. 10+950), between Ballycullen and Cloonreask, consists of a small unnamed stream (Plate 14.50) and is identified as an AAP (AAP 6). No specific archaeological features were identified in this area. The disused Limerick and Foynes Branch of the Waterford Limerick and Western Railway (CH 18; Ch. 11+300) bisects the area in a northwest-southeast orientation. Much of the railway infrastructure, including tracks, bridges and level crossings survive along its length (Plate 14.51).

A possible settlement cluster (LI 16; Ch. 11+400) was identified in Cloonreask, however the field containing this feature was yet to be harvested for silage at the time of survey and no sign of the feature was identified. A further AAP is also located in Cloonreask (AAP 7), centred on a small stream. Access was only possible to the northern bank of the stream and no archaeological features were identified.

The landscape across Cloonreask is one of flat pasture and silage fields. A further pillbox (CH 106; Ch. 11+000) was identified within a field boundary, outside of the proposed road boundary. Only half of its eastern elevation is exposed (Plate 14.52) and it measures 1.2m high, with stone rubble obscuring the base. Views from the pillbox to the east and south are of flat land with thick hedgerows obscuring long-range views.

The townland boundary between Cloonreask and Coolrahee (TB 54; Ch. 11+900) consists of a field boundary hedge.

Lismakeery

The townland boundary between Ballyclogh and Lismakeery (TB 12; Ch. 21+000) is the Lismakeery stream, which has also been identified as an AAP (AAP 8). This AAP also encompasses an area of boggy ground; however, no specific archaeological features were identified here during the site inspection.

The proposed road traverses the townland of Lismakeery from west to east. The very eastern (AAP9) and western (AAP 8) fields in Lismakeery townland both contained a high level of rushes, indicating waterlogged ground. The remainder of the fields in this townland are pasture and silage fields, which had yet to be harvested. No archaeological features were identified within the proposed road boundary in this townland; however, a ringfort (AH 19; Ch. 21+550) is located 23m south of the boundary. This feature possesses an earthen bank, faced with stones in a number of areas. It is extremely overgrown and access to the interior was not possible (Plates 14.53–54).

A vernacular structure (CH 85; Ch. 21+450) was also identified 40m south of the proposed road, to the west of AH 19. This was part of a farm complex which is recorded on the first edition OS maps. A rubble stone outbuilding with entrance on the southern elevation was built in to the boundary of the field to the north. This pitched roof structure is missing its roof but has a smaller corrugated iron roofed structure affixed to its western gable. Both gables of the main structure contain rectangular openings at the top of the gables which are set in red brick, while an entrance is present on the southern elevation (Plates 14.55–58).

Baunreagh

The townland boundary between Lismakeery and Baunreagh (TB 13; Ch. 21+950) is Aghalacka stream, with dense vegetation on both banks as well as boggy waterlogged ground with frequent rushes present. It is also recorded as an AAP (AAP 9); however, no archaeological features were identified during the site inspection. Two monuments are recorded in this area (AH 75 and 76, a *fulacht fia* and *further excavations*) within the proposed road boundary, these represent features previously excavated as part of the Gas Pipeline to the West Project. Their presence does indicate an increased potential for prehistoric remains in the area, with two other *fulachtaí fia* and a pit also recorded to the northwest (AH 78, 79 and 77).

Ballynacaheragh / Milltown North

The townland boundary between Baunreagh and Ballynacaheragh is the R518 road from Askeaton to Rathkeale (TB 14; Ch. 22+550). The townland boundary between Ballynacaheragh and Milltown North (TB 15; Ch. 23+350 – 23+600) consists of a hedge partially located within the proposed road boundary. While no archaeological, built or cultural heritage features are located within the proposed road boundary in this townland, a number of ringforts (AH 21, 22 and 24) and possible enclosures (LI 42, 43) have been recorded to the south, indicating the considerable presence of early medieval populations in this area. AH 24 is located directly adjacent to the proposed road boundary, but no trace can be seen on the ground; however, below ground remains associated with this monument are present within the proposed road boundary.

Evidence for prehistoric activity, in the form of a *fulacht fia*, has also been found during excavations in advance of the Gas Pipeline to the West project (AH 85; Ch.23+300). The majority of the fields along the proposed road in this area are silage fields which had yet to be harvested at the time of survey.

Booaglass

The townland boundary between Ballynacaheragh and Booaglass (TB 16; Ch. 24+050) is the River Deel, which flows south to north. AAP 10 is located in this area due to the presence of the river, while no archaeological remains were identified during the survey, there remains potential for below ground remains to be encountered during construction. Part of AAP 10 is currently occupied by forestry, which may have disturbed any archaeological remains in that area.

LI 53 (Ch. 24+200) is recorded as a tree covered mound located outside of the proposed road boundary. Upon inspection it could be seen that the mound was no longer tree covered but was clearly identifiable (Plate 14.59). The mound and trees are illustrated on the first edition OS map, but are not marked on later editions.

Bullaun

The townland boundary between Booaglass and Bullaun, TB 17 (Ch. 24+500) is the River Cloghatrida, a tributary stream of the River Deel and also an AAP (AAP 10). Much of the townland of Booaglass to the east is occupied by forestry, while that in Bullaun is farmed

pasture land. The land across Bullaun is flat, being on the floodplain of the River Deel. Access to all lands within Bullaun was not possible at the time of survey. No known archaeological, built or cultural heritage features are located within the proposed road boundary in Bullaun.

Feeagh / Nantinan

The townland boundary between Feeagh and Nantinan (TB 18; Ch. 25+200) is a drain leading to the River Cloghatrida to the north. This boundary has also been identified as an AAP (AAP 11), which includes an area of boggy ground within the proposed road boundary. Access was only gained to the southern end of the AAP and no archaeological features were noted (Plate 14.60–61). No access was gained to fields within Nantinan townland. The landscape at the northern end of Feeagh is flat, leading from Bullaun, before rising towards the south past Wellmount and into Ardgoul South.

Two substantial gate posts (CH 105; Ch. 25+800) are located 83m to the west of the proposed road boundary (Plate 14.62–63), although located outside of Wellmount demesne (the northeast corner of which is located 65m southwest of the proposed road boundary) and these may be associated with the house and demesne as they provide access to the field directly adjacent to the demesne.

Ardgoul South

The townland boundary between Feeagh and Ardgoul South (TB 19; Ch. 25+950) is a drystone wall with mature vegetation. No archaeological, built or cultural heritage features are located within the proposed road boundary in this townland. A disused limekiln (CH 31; Ch. 26+050) was noted that is located 127m to the west (Plates 14.64–66). Measuring approximately 5.5m x 4.5m, 1.6m of the elevation was exposed, with the top of the kiln obscured by vegetation. The draw hole at the base of the kiln is located on its eastern elevation and it is constructed as a free-standing structure. The kiln is located east of the former Wellmount House, on the edge of the former demesne and is marked, but not labelled, on the first edition OS map. By the publication of the 25-inch edition, the kiln is labelled as disused.

Wellmount House Demesne (DL 3) is located 65m southwest of the proposed road boundary. On the first edition OS map the southern boundary of the demesne is defined by a line of trees, with a further line planted north-south, to the southwest of the house. No defining landscape features can be seen at the eastern side of the demesne, closest to the proposed road. The treeline along the southern boundary and that to the southwest of the house survive today while no features can be seen at the eastern side.

Graigeen

The townland boundary between Ardgoul South and Graigeen (TB 20; Ch. 26+300) is a small unnamed stream which has also been identified as an AAP (AAP 12). This AAP extends southwards to cover an area of boggy ground; however, no archaeological features were noted in this area. The northern part of Graigeen, to the north of a local road, is largely occupied by scrub land, with the land to the south of the road used for grazing (Plate 14.67).

A field system (LI 64; Ch. 26+800) has been identified to the east of the proposed road boundary, which may be associated with ringfort AH 29 (Ch.26+900). A further ringfort (LI 65; Ch. 26+800) has also been identified to the west of AH 29. Access to these fields was not gained during the site inspection, therefore the presence of these features could not be assessed, though all are located outside of the proposed road boundary.

The area to the south of the local road, east of the R518, is part of Stoneville demesne (DL 5). Stoneville House is located 670m west of the proposed road, with the very north eastern corner of the demesne being impacted by the proposed road. On the first edition OS map the area impacted by the proposed road has the same field pattern as today, but with a vernacular

structure located close to the junction of the local road and the R518 (CH 90), no trace of this building was seen on the ground. This part of the demesne is identified as a deer park on the first edition OS map, but by the time of the 25-inch OS map the area of the deer park has been reduced, with the western half of the demesne land no longer marked as part of the deer park.

Ballingarrane

The townland boundary between Graigeen and Ballingarrane (TB 21; Ch. 26+950) forms part of the Cloghatrida stream, with a thin belt of woodland running along the boundary. It has been identified as an AAP (AAP 13); however, access to the area was not possible at the time of the survey. The proposed road crosses the R518 at this point as it heads southwards towards Rathkeale across a largely flat landscape with gentle undulations. Much of the land within the proposed road boundary, to the east of the R518, is occupied by silage fields, which had yet to be harvested at the time of survey (Plate 14.68). Due to this, LI 69 (Ch.27+400; possible oval enclosure) was not identified on the ground, however it may be obscured by vegetation. CH 39 (Ch. 27+650), the site of vernacular buildings directly adjacent to the proposed road boundary, is no longer present, with a modern bungalow sited in this location.

The Rathkeale & Newcastle West Junction railway (CH 37; Ch. 27+550 – 28+450) passes through the proposed road boundary in a north northwest to south southeast direction. The railway line survives well along its northern and southern ends and is bound on each side by dense vegetation cover.

Kyletaun

The townland boundary between Ballingarrane and Kyletaun (TB 22; Ch.28+200) consists of the Cloghatrida stream, which has been identified as an AAP (AAP 14). Access to the southern bank of the river was not possible during the survey, however the northern bank and field was quite boggy with frequent reed growth but showed no evidence for archaeological remains (Plate 14.69).

AAP 15 (Plate 14.70) is also located in Kyletaun and represents an area of marshy ground which has the potential to preserve archaeological remains, including organic remains. A crannog (AH 34; Ch. 29+050) has been identified 173m to the west of the proposed road, while the Knockaunavad stream flows north to south along the western edge of the proposed road boundary. This indicates increased potential for other archaeological remains to be identified, with the potential for organic preservation considered to be high. Much of this area is also marked as marshy ground and liable to floods on the first edition OS mapping (c.1840) with few field boundaries, however, by the time of the 25-inch OS map (c.1900) the area appears to have been partially reclaimed, with new field boundaries (corresponding to those present today) having been established. A townland boundary (TB 23) also crosses this AAP, separating the townlands of Kyletaun and Rathkeale.

Rathkeale

Much of the landscape through which the proposed road runs in the townland of Rathkeale is occupied by recently harvested silage fields (Plate 14.71–72). No archaeological sites are recorded within the proposed road boundary in this area and none were identified during the site inspection.

The Irish Palatine Heritage Centre (BH 1) is located at the very south western end of the proposed road boundary, with the boundary adjacent to the western side of the goods shed (southern building).

The Centre originally served as a railway station with goods shed to the rear and was built in 1867. The Railway Station was relocated and rebuilt as part of the Rathkeale Bypass in the 1990s. The station building is a detached three-bay two-storey building, having a multiple-

bay single-storey block to the southeast elevation, recently glazed lean-to addition to the southwest (rear) and a gabled northwest bay to the northeast (front) elevation. The roofs are pitched slate with cut limestone chimneystacks, overhanging sheeted eaves and cast-iron rainwater goods. The walls are of rubble limestone construction with cut limestone quoins. The door openings are square-headed at the ground floor, front elevation, set within a gabled projection with pitched slate roof and having a timber battened door with cut limestone surround and lintel.

The remains of a detached gable-fronted former goods shed (Plates 14.73–75) is located to the southwest with a single-bay single-storey lean-to to the southeast elevation. The roof is no longer present and the interior is covered in vegetation. The walls are constructed of rubble stone with buttresses. Square-headed openings on the side elevations are now blocked, with red brick relieving arches above. A lunette opening is located on the north-east gable, but is now blocked, with cut limestone surround and sill. There are segmental-arched openings on the gables with cut limestone surrounds and voussoirs, one is now blocked, the other with timber battened door.

Wolfesburgess East

The townland boundary between Rathkeale and Wolfesburgess East (TB 24; Ch. 50+700) is a drystone wall with dense vegetation. All of the land within the proposed road boundary in Wolfesburgess East has been identified as an AAP (AAP 16) due to the presence of the Carrignedina stream, which flows through the area, west to east, and areas of marshy ground. The existing N21 road runs directly to the south of the proposed road boundary. AH 35 (Ch. 50+750) is recorded within the proposed road boundary, however this is a redundant record. CH 42 (Ch. 50+950), vernacular buildings, are located directly north of the proposed road and are recorded on the first edition OS maps (c.1840). A modern house now serves as the residence, with modern farm sheds surrounding the historic sheds within the farmyard. Access to the farmyard was not possible at the time of survey. Land within the area is used for rough grazing.

Blossomhill / Rathkeale Commons

The townland boundary between Wolfesburgess East and Blossomhill (TB 25; Ch. 51+050) is partly the Carrignedina stream (northern half), while the southern half is not currently visible on the ground. However, during the 19th century the southern part of the boundary was part of a laneway from a local road to the east, leading west and south westwards, towards fields to the south of the current N21. No evidence for this laneway portion of the townland boundary was seen during the inspection.

No archaeological features were identified within the proposed road boundary during the inspection, though many of the fields at the eastern side of the townland were inaccessible. The majority of the land is used for grazing (Plate 14.76), while a large natural stone outcrop partially covered in vegetation was identified to the west of the local road which runs through the townland (Plate 14.77–78). This outcrop is located outside of the proposed road boundary.

The townland boundary between Blossomhill and Rathkeale Commons (TB 26; Ch. 51+500) crosses the proposed road to the east and west of the local road. To the west the boundary is formed by a thick hedge which once served as a laneway leading from the local road to a number of houses to the west (CH 93-96; no longer present), while on the east the boundary is no longer visible but was once a field boundary which has since been removed.

Clogh West / Croagh Commons

The townland boundary between Blossomhill and Clogh West (TB 27; Ch. 51+800) is formed by a local road, with the boundary between Clogh West and Croagh Common (TB 28; Ch.51+800) to the south also running along an existing road.

Fields at the western side of the townland are pasture and silage fields with no evidence for archaeological features (Plate 14.79). Access to approximately two thirds of the fields in this townland was not possible at the time of survey, including that field which contained LI 82 (Ch. 52+900), a small circular depression with possible ditch, which may represent a former quarry.

Ballycannon / Clogh East

The townland boundary between Clogh East and Ballycannon (TB 30; Ch. 53+400) traverses the proposed road from east to west and is formed by a drystone wall with dense vegetation. A dry-stone wall with mature vegetation also forms the townland boundary between Ballycannon and Clogh West (TB 29; Ch. 53+000). No archaeological features were identified within the proposed road boundary in this area and no access was gained to Clogh East due to the presence of a bull. The fields of Ballycannon townland were all occupied by pasture and silage fields (Plate 14.80–81) and no archaeological features were identified during the survey.

Croagh

The townland boundary between Ballycannon and Croagh (TB 31; Ch. 53+800) consists of a hedgerow with mature vegetation. Fields at the western side of the townland were not accessible at the time of the survey. Lands to the north of Smithfield House demesne (DL 6), which borders the proposed road boundary to the south were accessible; however, they were predominantly silage fields that had yet to be harvested (Plate 14.82–83). This severely limited visibility in this area and features LI 75 and 76 (curvilinear bank and oval enclosure; Ch.55+550 and Ch. 55+600) were not identified. Access to the field containing LI 74 (Ch.55+600), a possible farmstead including a platform and associated field system and CH 46 (Ch.55+600), a disused limekiln, was not possible, therefore the presence and survival of these features could not be assessed.

To the east of Smithfield demesne, the crop had been harvested, however no archaeological features were identified.

Smithfield House (BH 4; Ch.55+250) and demesne (DL 6; Ch. 55+100 – 55+500) are located to the south and west of the proposed road. The northern and eastern edges of the demesne are directly adjacent to the proposed road boundary. Smithfield House, located 153m west of the proposed road, is a detached five-bay three-storey house, built c. 1780, with a crenellated porch to front (south) elevation and two-storey recent extensions to rear (north) elevation. It possesses a pitched slate roof with rendered chimneystacks. Square-headed openings with painted stone sills and replacement uPVC windows feature across the building.

The associated demesne covers an area of c. 23ha, with all boundaries lined with mature trees. Those mature trees at the northwest corner, which will be closest to the proposed road, are not present within the historic OS maps and is likely to represent a 20th century rearrangement of the tree lines.

Graigie

The townland boundary between Croagh and Graigie (TB 32; Ch. 55+900) consists of a managed hedge. AH 32, a ringfort, is located 50m northwest of the proposed road boundary, however access was not gained to this field and the condition of the monument could not be assessed.

Castle Farm House, BH 3 (Ch. 56+100), is located on a c0.4ha site adjacent to the proposed road with the north-western corner of its lawn adjacent to the proposed road. This house is a detached three-bay two-storey house, built c. 1880 (although no depicted on historic OS maps from this period), with a portico to the front (east) elevation and extensions to the rear (west) elevation. It possesses a hipped slate roof with rendered chimneystacks, roughcast rendered

walls and render plinth course. The first floor has one-over-one pane timber sliding sash windows and concrete sills, while the ground floor has bipartite one-over-one pane timber sliding sash windows and concrete sills. There are a pair of square-profile rendered piers with pedimented caps and double-leaf metal gates in front of the property, with rendered boundary walls.

The ruins of Smithfield mill (CH 48; Ch.56+150) are located 95m southeast of the proposed road boundary, to the rear of two residential properties. This was a corn and wool mill that operated in the 19th century, becoming disused during the 20th century. The mill accessed water from the Clonshire River, which flows south-north to the east of the mill site. From historic map analysis it can be seen that the mill and its features, such as the mill race, sluice and mill dam were all located outside of the proposed road boundary.

Fields in Graigue townland were occupied by pasture and silage fields (Plate 14.84) and no new archaeological features were identified during the site inspection.

Clonshire More

The townland boundary between Graigue and Clonshire More (TB 33; Ch. 56+550) consists of the River Clonshire which flows south to north through the proposed road. This has also been identified as an AAP (AAP 17); however, no archaeological features were noted during the site inspection. Clonshire Bridge (CH 49; Ch.56+500) is located within the proposed road boundary and consists of a single span road bridge that has been in existence since at least the 1830s.

Clonshire Castle (AH 69/BH 34; Ch. 56+450) is located 70m east of the proposed road. Clear views of the Castle can be seen from the local road to the west, over which the proposed road passes (Plate 14.85), as can views from the proposed road to the northeast towards the Castle (Plate 14.86). Views from the Castle directly west are blocked by a belt of mature trees.

The fields within the proposed road boundary in Clonshire More were silage fields, which had yet to be harvested at the time of the survey (Plates 14.87–88) and no new archaeological features were identified. The landscape rises gently to a summit to the east of ringfort AH 33 before falling gently as the proposed road moves north eastwards.

Gortnagrour

The townland boundary between Clonshire More and Gortnagrour (TB 35; Ch.57+300) consists of a mature hedgerow with dense tree cover. Two fields in Gortnagrour are transected by the proposed road, with one containing a possible enclosure (LI 67; Ch.57+450). Access was not gained to this field during the survey, therefore the presence of this feature could not be confirmed.

Clonshire Beg

The townland boundary between Gortnagrour and Clonshire Beg (TB 35; Ch. 57+650) consists of a local road. Sections of four fields are located within the proposed road boundary in this townland, with the disused Limerick and Foynes Branch of the Waterford Limerick and Western Railway (WL&WR) transecting the proposed road from east to west. Two fields to the south of the railway are under crop (Plate 14.89) while those to the north are pasture fields (Plate 14.90). No new archaeological features were identified within this area.

The demesne associated with Clonshire Lodge (DL 7; Ch. 57+500-58+000) is located 33m south of the proposed road boundary. The demesne encompasses c. 63 ha, with numerous landscape features and planting at the centre and southern ends of the demesne. The northern end, adjacent to the proposed road, is largely occupied by Clonshire Equestrian Centre, which consists of large modern sheds and sand arena and an outdoor cross-country

jump area. The gate lodge (BH 11; Ch. 57+550) of Clonshire Lodge is in a ruinous condition and located in an overgrown area to the south of the Equestrian Centre, 136m south of the proposed road.

Rower More

The townland boundary between Clonshire Beg and Rower More (TB 36; Ch. 58+150) is the River Greanagh (A) which is also AAP 18. No archaeological features were noted within this AAP during the site inspection. Two fields are located within the proposed road boundary in this townland, one of which is under crop (Plate 14.91), the other pasture (Plate 14.92), with the landscape rising gently to the northeast.

Tuogh

The townland boundary between Rower More and Tuogh (TB 37; 58+500) is a mature hedgerow, with the majority of fields in this area, as far as the local road to the northeast, being under crop (Plate 14.93).

An enclosure, AH 39 (Ch. 58+750), is located within the proposed road boundary, however access was not possible due to the presence of crops. To the east of the local road two features have been recorded. LI 63 (Ch. 59+100) is a mound which may be natural (Plate 14.94), located within the proposed road boundary, while the other is an enclosure and associated field system (LI 62; Ch. 59+050) 8m to the north of the proposed road. LI 63 is visible in the field, however due to restricted access the presence and nature of LI 62 could not be established at the time of survey.

Cregaun House (BH 9; Ch. 59+050) is located 120m north of the proposed road, with the main house shielded from part of the proposed road by a belt of trees to the southeast. The house is a detached four-bay two-storey irregular-plan house, built c. 1870, with projecting gable-fronted bays to front (south) elevation, west elevation and rear (north) elevation. A recent conservatory is located on the front elevation and single-storey extension on the west elevation. The house has a pitched slate roof with timber bargeboards and cut limestone chimneystacks with terracotta chimney pots. The buildings also have snecked limestone walls with an external flue on the east elevation. A six-bay single-storey outbuilding is located to the west of the house, with pitched artificial slate roof, brick chimneystack and rubble limestone walls. A multiple-bay single-storey outbuilding is also located to the north of the house with pitched slate roof and rubble limestone walls. At the entrance to the house, from the local road, are a pair of square-profile crenellated piers with double-leaf cast-iron gates and rubble limestone boundary walls.

Coolah bridge (BH 8; Ch. 59+100) is located adjacent to the proposed road boundary. This is a double-arch humpback road bridge over the River Greanagh (B), built c. 1800. It is constructed of rubble limestone walls with tooled limestone voussoirs to round-headed arches. The bridge also has a concrete U-cutwater on the east and V-cutwater on the west elevation.

Kilknockan

The townland boundary between Tuogh and Kilknockan (TB 38; Ch.59+250) is the River Greanagh (B). This, plus an area extending 850m east from the River, have been identified as an AAP (AAP 19) owing to the presence of the river and peat deposits to the east. No new archaeological features were identified within the AAP during the site inspection and the presence of LI 56 (Ch. 59+700), a possible enclosure, could not be confirmed due to frequent high reeds and rushes in the field (Plate 14.95).

A large moated site (LI 57; Ch. 59+850) is located partially within the proposed road boundary, identified through LiDAR survey. The survey recorded a rectangular feature measuring 54m x 43m (to exterior of the ditches) located at the boundary of a silage field which had recently

been harvested. The field slopes westwards towards the River Greanagh (B) (Plate 14.96), with the field to the west, yet to be harvested, levelling off to a flat plateau (Plate 14.97). The LiDAR imagery shows the eastern side of the moated site to be located on the summit of the hill, with the east-west ditches running downslope. The north, south and west ditches of the moated site were not visible on the ground, with the northern ditch appearing more as a curved ditch surrounding a flatter area (measuring approximately 20m north-south) on the summit of the hill (Plate 14.98–101). This appears as a wider, darker area on the LiDAR data.

Curraghbeg

The townland boundary between Kilknockan and Curraghbeg (TB 39; Ch. 60+100) consists of a drystone wall and mature vegetation. No archaeological features were identified in this area, with CH 61 (site of vernacular buildings located within the proposed road boundary, Ch.60+250), no longer present above ground.

Islandea / Curraghbridge

The townland boundary between Curraghbeg and Islandea (TB 40; Ch. 60+500) consists of a drystone wall and mature vegetation. The landscape here slopes gently down to the east towards the River Maigue. AAP 20 is located in this townland as the presence of the River to the east increases the likelihood of archaeological remains being present. Fields in this area have already been harvested for silage (Plate 14.102), however there was no evidence for LI 58 (Ch. 60+350; Plate 14.103) which is located outside of the proposed road boundary. During discussion with a local farmer, it was mentioned that a row of three cottages were once located along this boundary, in the area identified as LI 58. No structures are marked within the historic map coverage at the proposed road crossing.

Ardshanbally

The townland boundary between Islandea and Ardshanbally (TB 41; Ch.60+900) is the River Maigue, with AAP 20 located on the east and west banks of the river. A number of cultural heritage features are located on the east bank of the river, including the site of a quay (CH 62; Ch. 61+000), a vernacular building (CH 63; Ch. 61+100), the site of a limekiln (CH 64; 61+200), the site of a level crossing (CH 65; Ch. 61+200) and the disused Limerick & Foynes Branch of the West Limerick and Western Railway. No access was possible to the riverside to assess the survival of the quay, nor was access possible to assess the vernacular building or limekiln due to the area being blocked off by fencing associated with the redevelopment of a cottage to the west of the railway line (Plate 14.104–105).

The railway line survives well (Plate 14.106) and is lined with mature vegetation. Access is possible to the lattice bridge (BH 23; Ch. 60+850; Plate 14.107) over the River Maigue, 240m south of the proposed road. This is a triple-span railway bridge, built in 1856. It is constructed of coursed cut limestone piers, those at the central span having cut limestone caps and V-cutwaters, supporting a metal span with lattice work parapets to the centre of the span (Plate 14.107).

The landscape steadily rises from the river bank towards the east and northeast. A number of enclosures and ringforts have been identified within this townland (AH 40, 57, 58, 64, 65 and 66), with AH 40 (Ch. 61+350), AH 58 (Ch. 61+850) and AH 64 (Ch. 61+300) within the proposed road boundary. AH 40 appears to have been removed by the construction of the railway, while the area around AH 64 was uneven with numerous small banks and depressions. A pattern to these was difficult to discern; however, some may represent elements of the enclosure (Plate 14.108). The presence of livestock impeded the assessment of AH 58, however the LiDAR survey did not record any evidence of this feature in this area.

Mondellihy and Gortaganniff

The townland boundary between Ardshanbally, Mondellihy and Gortaganniff (TB 42-43; Ch. 61+900) consists of a mature hedgerow, with a ruined farm structure located on the boundary between Mondellihy and Gortaganniff, within the proposed road boundary (CH 100, Plates 14.109–110). The structure consists of three conjoined structures with pitched corrugated iron roofs, a small yard area to the south and boundary wall. These structures likely served as cattle sheds, however full assessment was impeded by the presence of aggressive livestock.

AH 41 and 42 (Ch. 62+250), two enclosures, are located 14m to the south of the proposed road boundary (Plates 14.111–112). The banks of these ringforts are evident with scattered trees located across the monuments. The features are located on a slight rise at the corner of the field and are quite denuded.

Within the proposed road boundary a modern concrete farm feature, presumably associated with farmyard to the east, is located adjacent to the railway line (Plate 14.113). Kilgobbin stream is located to the south and west of the farmyard and the area surrounding this has been identified as AAP 21. No archaeological features were noted at the time of survey. CH 67 are the original house and farm buildings located within the proposed road boundary. Access to the buildings was not possible at the time of survey; however, the original farm cottage is a two bay single storey structure with pitched slate roof with chimney stack on the eastern end. A small porch extends from the southern elevation and the cottage appears to have been extended to the rear. Stone farm sheds with pitched corrugated iron roofs are affixed to the western elevation of the cottage and may represent original farm buildings, while the remainder of the farm structures consist of corrugated iron structures of likely mid- or later 20th century date.

The centre of the village of Adare is located approximately 750m south of the proposed road, with the northern limit of the Architectural Conservation Area (ACA), which encompasses the demesne of Adare Manor (DL 9), abutting the proposed road along the existing N21. This northern end of the ACA is occupied by Adare Manor golf course, with a number of monuments, including a medieval Church (AH 53/BH 38), Chapel (AH 56/BH 37) and graveyard (AH 54) and Desmond Castle (BH 41 / AH 91) (Plate 14.114–14.115). These monuments are located 180m south of the link road and 400m south of the main proposed road. They are surrounded by Adare Manor golf course and are well screened by intervening vegetation which includes mature trees.

A link road, 185m in length, extends from the proposed road southwards and joins the existing N21 directly north of Adare ACA. The boundary wall (BH 36; Plate 14.116) which defines the demesne of Adare Manor (DL 9) extends along the boundary of the ACA and is a Protected Structure. The wall is c.1.5m high and constructed of uncut mortared limestone, topped with cut stone limestone. A similar wall, which appears to be of identical construction, is located on the northern side of the N21, though this is not a protected structure (Plate 14.117). The demesne wall to the south of the main entrance to Adare Manor, c.600m south of the link road, appears to be older than that adjacent to the link road. This wall is c.2m high and does not appear to be topped with cut limestone blocks, in places the mortar has worn away, though this is not extensive. This may suggest that the portion of the demesne wall adjacent to the link road was re-built at some point in its history.

The link road is located 310m west of Adare Manor Gate Lodge (known as the 'Lantern Lodge/Limerick Lodge'; BH 22; Plate 14.118) which is an octagonal two storey lodge, built c. 1830 of limestone. It has gables on three elevations, a hipped slate roof and lancet windows and these features mirror the style of the main house. The adjoining stone wall has an inset pointed carriage arch with double leaf ornate wrought iron gates.

Adare Manor Golf Club (est. 1900) extends to the northern end of Adare Manor demesne and is delimited by the demesne boundary wall (BH 36). Within the demesne mature trees are present along the majority of the length of the wall. The tree belt is not very dense and views can be glimpsed in to and out of the golf course and demesne. The proposed link road joins the existing N21 at a point where few trees are present along the demesne boundary wall, which would allow views of the new link road from the golf course and northern end of the demesne (Plate 14.116).

Kilgobbin

The townland boundary between Mondellihy and Kilgobbin (TB 44; Ch.62+600) is a local road, with two enclosures (AH 60, 62; Ch. 62+700, 62+850) to the east; however, no evidence for these was seen on the ground or on the LiDAR survey (Plate 14.119). A further enclosure is recorded at AH 63 (Ch.63+600), but as with the previous two sites, no evidence was found on the ground or on the LiDAR survey.

Rineroe, Monearla, Ballyloughnaan, Gorteen, Ballycarrane, Ballybronoge South, Attyflin and Fortetna

The remainder of the proposed road is located online along the existing N21 and within its verges and previous working extent (Plates 14.120-121). Disturbance caused during the construction of this road would have removed any archaeological features and deposits in this area and there is therefore not considered to be any archaeological potential along the remainder of the proposed road.

Additional Lands Required for Construction

Additional lands required for construction were added in the townlands of Rincullia, Mulderricksfield, Lismakeery and Croagh in November 2019. There are no known recorded monuments subject to statutory protection located within any of these lands, nor did the LiDAR survey identify any previously unrecorded archaeological sites. Prehistoric archaeological features in the form of pits, a burnt mound and trackway were however identified within the lands at Rincullia (AH 80-83). These features were excavated in advance of the construction of a gas pipeline in this area. These new areas were not inspected at the time of writing; however, site inspections will be carried out at a later date, in advance of any oral hearing.