

## 5.3 Cultural Heritage

### 5.3.1 Introduction

The existing landscape is the product of human activity over thousands of years. It contains settlements and remains of every period, from the camps of the first settlers in Ireland some 9,000 years ago, to remains of early twentieth century activities. These remains vary enormously in their state of preservation and in the extent of their appeal to the public. This Cultural Heritage assessment reviews the Built Heritage (Listed Buildings), Archaeology (Raths, Cashels, Souterrains etc.) and Industrial Heritage (Railways, Mills, Bleach Greens etc.) within the study area.

### 5.3.2 Objectives

The objective at this stage is to undertake sufficient assessment, to identify the archaeological and historic buildings constraints, associated with the eight broadly defined route options being considered.

### 5.3.3 Methodology

In accordance with DMRB 11.3.2.8 ‘Stages of Archaeological Assessment’ and DMRB 11.3.2.13 ‘Stages of Assessment for the Built Heritage’, the steps taken include:

- Consultation with EHS – Built Heritage to obtain information on the location of designated archaeological sites, listed buildings and industrial heritage sites within the study area; and
- Collation of information on any National Trust inalienable land, registered parks and conservation areas within the study area.

This culminated in the preparation of a constraints map showing all archaeological and industrial heritage sites, along with the various listed buildings within the study area (Figure 5.3.1). A statement describing the constraints associated with the various site types, with an indication of impact significance of each route option on cultural heritage, is also given.

### 5.3.4 Industrial Heritage

Referring to Figure 5.3.1, it is evident that there are only three industrial heritage sites within or in close proximity to the three route corridors.

#### *North Corridor*

Route options 1 and 2 would traverse a former textile site (Flax Mill) located on the Artlone Road just north of the A6, at Moneynick. No other industrial heritage sites would be affected in this corridor.

#### *Central Corridor*

Route option 3 would traverse one industrial heritage site, a Creamery on the A6 in the Moneynick district, located beside McLarnon Animal Feeds. Route options 3 and 5 would come very close, on either side of a Flax Mill Site located between McLarnon’s Mill and the former Moneynick Post Office on the Moneynick Road. Route option 4 would traverse the former textile site (Flax Mill) located on the Artlone Road, just north of Moneynick. Route option 5 would come close to this site.

#### *South Corridor*

Referring to Figure 5.3.1, it is evident that no industrial heritage sites would be directly affected by any of the south options. The closest site would be the Creamery located beside McLarnon Animal Feeds, which is approximately 300-350 metres north of the south options.

### 5.3.5 Archaeological Heritage

Referring to Figure 5.3.1, it is apparent that there are very few known Archaeological Heritage sites in the area. However consultation with EHS – Built Heritage (Historic Monuments) has indicated that the area includes a wide range of archaeological site types, from Mesolithic findspots to Plantation defences, as well as more recent artefacts. It is less clear at this stage as to what impact the proposed route options would have on these sites, as there is scope for the preferred alignment to avoid most if not all of the presently known sites and monuments. Parts of the route corridors would cover terrain very similar to that on the Toome bypass, where Mesolithic and Neolithic artefacts have been recovered, and where Bronze Age structures were also discovered. In general, on moving away from the floodplains/palaeo channels of the Lower Bann/Lough Neagh system, there is an increased incidence of Early Christian monuments. EHS advise that recent experience of similar schemes across Northern Ireland indicates that buried archaeological remains from just about every period presently known in Ulster may be uncovered.

#### *North Corridor*

With route options 1 and 2, there is only one site which would come within 50 metres of the proposed alignments. This is a site classified as an ‘Enclosure’, located on the Moneynick Road just west of the Moneynick Road/Gloverstown Road junction.

#### *Central Corridor*

Route option 4 would come extremely close to an Enclosure and Souterrain located close to the Ballynafey Road at Drumcullen. Route options 3 and 5 would come within 50 metres of two known archaeological sites, an Enclosure at the Gloverstown Road junction and a Crannog near to the Aghaloughan Road.

#### *South Corridor*

The south corridor would directly affect only one known archaeological site; route option 7 would traverse an Enclosure and Souterrain located close to the Ballynafey Road at Drumcullen. There are no other known archaeological sites within 50 metres of any of the south options.

### 5.3.6 Built Heritage

There is only one Listed Building in the study area. This is Moneynick Post Office, which would be directly affected by the online route option 3. None of the other route options would affect this site.

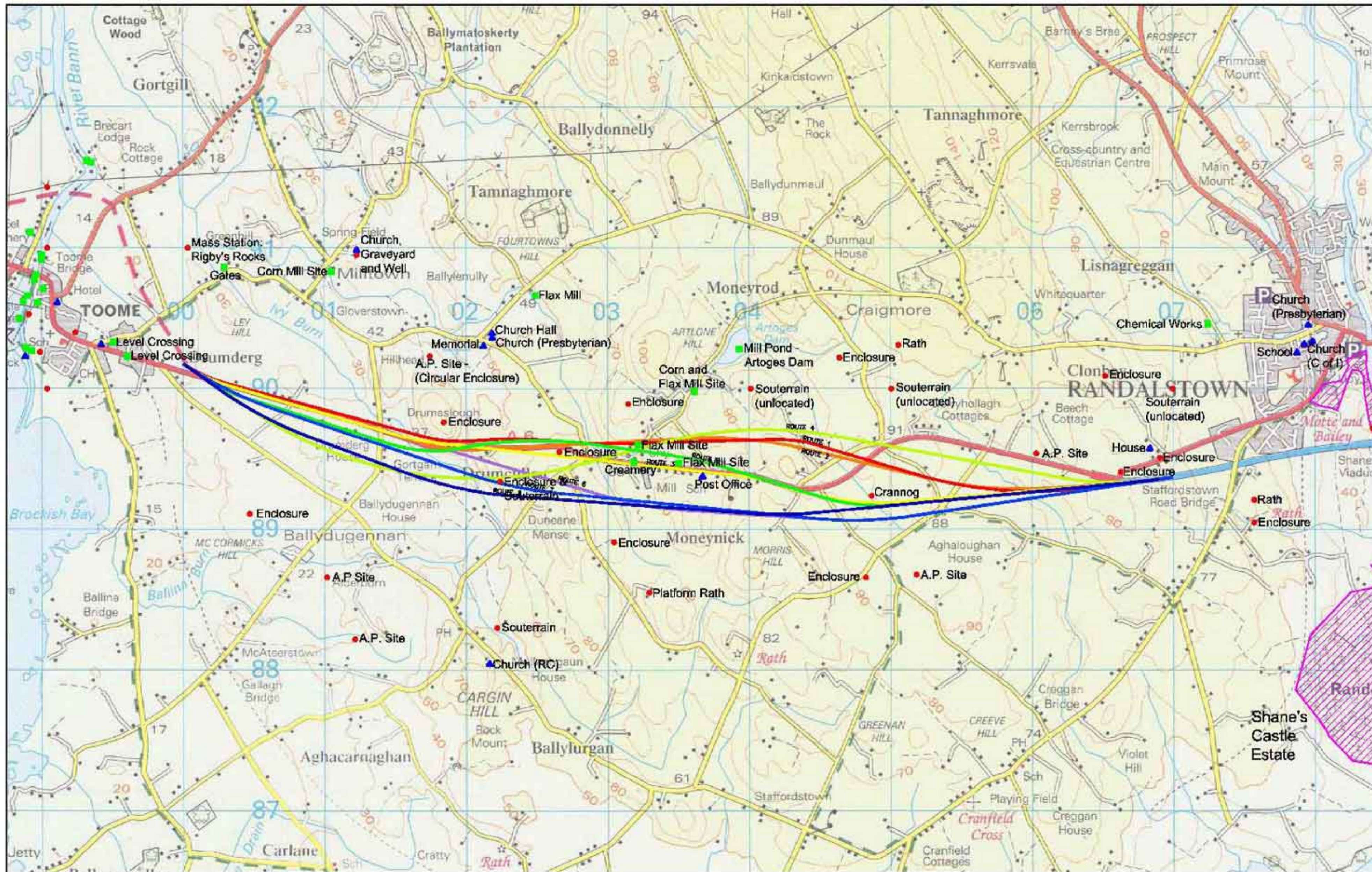
#### *National Trust Property*

Consultation with the National Trust has confirmed that they do not have any issues considered relevant to the proposed scheme.

The effects on cultural heritage is summarised in Table 5.3.1.

Route Option	No. of cultural heritage sites directly affected by the route options			No. of cultural heritage sites within 50 metres of a route option		
	Industrial	Archaeological	Listed	Industrial	Archaeological	Listed
1	1 (Flax mill)	-	-	-	1 (Enclosure)	-
2	1 (Flax mill)	-	-		1 (Enclosure)	-
3	1 (Creamery)	-	1 (Post Office)	1 (Flax mill)	2 (Enclosure, Crannog)	-
4	1 (Flax mill)	1 (Enclosure & Souterrain)	-	-	-	-
5	-	-	-	1 (Flax mill)	2 (Enclosure, Crannog)	-
6	-		-	-	-	-
7	-	1 (Enclosure & Souterrain)	-	-	-	-
8	-	-	-	-	-	-

Table 5.3.1– Industrial Heritage, Archaeological Heritage and Listed Buildings directly affected or within 50 metres of the eight route options.



**FERGUSON  
McILVEEN**



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Ennis Road, Rathfriland,  
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**Notes:**

- INDUSTRIAL HERITAGE SITE
- ARCHAEOLOGICAL HERITAGE SITE
- ▲ LISTED BUILDING / STRUCTURE
- DEMESNE (SHANE'S CASTLE ESTATE)

- ROUTE OPTION 1
- ROUTE OPTION 2
- ROUTE OPTION 3
- ROUTE OPTION 4

- ROUTE OPTION 5
- ROUTE OPTION 6
- ROUTE OPTION 7
- ROUTE OPTION 8

Scale 1:25,000

**A6 RANDALSTOWN TO TOOME DUALLING**

**CULTURAL HERITAGE  
CULTURAL HERITAGE SITES**

Figure 5.3.1