

## 6.3 Cultural Heritage

### 6.3.1 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. The Cultural Heritage assessment reviews the Built Heritage (Listed Buildings), Archaeology (Raths, Cashels, Souterrains etc.), and Industrial Heritage (Railways, Mills, Bleach Greens etc.) of the area within the three route corridors. Essentially the aim of this section of the report is dual: to assess the archaeological impact of the various route options in absolute terms and also to assess the relative merits of each route in terms of this impact.

Details of construction may be of significance where the routes cross known sites or pass over ground with considerable post-glacial deposits of peat, alluvium etc. Cuttings will generally mean destruction of any remains, requiring archaeological recording, while ‘fill’ operations, such as embankments may allow burial of material, allowing preservation in-situ.

The objective at this stage is to undertake sufficient assessment to identify the archaeological features and historic buildings and sites, and the effects upon them, associated with the four route options under consideration.

### 6.3.2 Approach and Methods

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

- Consultation with EHS – Built Heritage to confirm that the information obtained at Stage 1 on the location of designated archaeological sites, listed buildings and industrial heritage sites within the study area is still valid and that there have been no new additions;
- Where the desk study undertaken at Stage 1 indicates that significant archaeological remains may be affected by route options, commission a study from an experienced archaeologist. Its aims should be to identify and evaluate all remains within the study area recorded in the MBR, or in other published sources and to assess the likely impacts of route options;
- Commission a walkover survey of the four route options by a heritage expert, to identify any important buildings, sites or areas which are not already designated, and to assist in the assessment of impacts on them; and
- Obtain EHS – Built Heritage ‘in-confidence’ views on the impacts of route options on archaeological remains and listed buildings.

This culminated in the production of an updated constraints map showing all archaeological and industrial heritage sites, along with the various listed buildings in the vicinity of the four approved route options (Figures 6.3.1). A statement describing the archaeological value and constraints associated with

historic buildings within the study area, and which assesses the significance of the four route options, is also given.

A cultural heritage specialist was engaged at this stage to review the archaeological, industrial heritage and built heritage information collated at Stage 1 and conditions for the four approved route options. Every feature of an archaeological nature within c. 500m of any of the route options was considered, and this defines the study area. To search for new sites and other evidence of archaeological information which has not yet been officially recorded, the specialist examined recent colour aerial photography and 1:9,000 Black & White aerial photography (11 June 1968) for areas of cultural heritage interest, including potential archaeological sites. This was carried out using conventional and stereoscopic methods. The relevant EHS databases were consulted for sites on and adjacent to the proposed routes. They were primarily consulted using computerised databases and the ‘Maps in Action’ system, as well as older hard copy files and maps. The specialist also carried out targeted site visits to clarify specific issues and included those areas that could be accessed or viewed from the public roads.

### 6.3.3 Location and Physical Setting

The Randalstown to Toome route options are all located in the barony of Upper Toome in County Antrim. The routes collectively pass through 14 townlands: Drumderg, Gortgarn, Ballydugennan, Lismacliskey, Drumcullen, Ranaghan, Ballylenuilly, Artlone, Moneynick, Greenan and Derryhollagh in the parish of Duneane, as well as Aghaloughan, Clonboy and Artresnahan in the parish of Drummaul.

The routes all pass through an area largely dominated by reasonable land, largely composed of gley soils on boulder clay subsoil. There are only limited areas of the proposed route options that feature other types of land, such as small areas of peat or alluvium. The proportion of each type of land is similar for all four routes. The gley soils vary from ones with poor drainage in the western areas to ones with moderately impeded drainage in the eastern two-thirds. The latter is considered fairly good land in modern terms. However, it is clear that, in the past, even the better drained of the gley soils were often avoided by farmers in that part of the prehistoric period when farming was the main form of subsistence (c. 400BC-450AD). The gley soils only seem to have been fully exploited from the Early Christian period (450AD-1150AD) onwards, often becoming the ‘good land’ in modern terms, while some of the previously preferred soils were too shallow for modern exploitation and/ or have deteriorated. This is borne out by many studies and by the site distribution in this area, which features very few prehistoric sites (although there are a few finds noted in the OS Memoirs) and an almost exclusive predominance of Early Christian or later sites (when dateable). The modest areas of lowland bog through which all the proposed routes options pass may have once been open water and a resource of moderate significance for fishing and fowling, particularly in the pre-farming period (Mesolithic 7000BC-3500BC). The route options do not cross any other bodies of water or rivers of any especial attraction, other than as a source of fresh water and small-scale fishing and are of no significance compared to Lough Neagh and the River Main to the west and east respectively.

#### 6.3.4 Archaeological Heritage

With reference to Figure 6.3.1, it is evident that some route options would have more of an impact on the archaeological heritage of the area than others. This section essentially describes those sites that would be directly affected or immediately adjacent to each of the approved route options.

##### *Purple Route*

In terms of those archaeological sites on or adjacent to the Purple Route, the route would pass straight through the site of what was probably a levelled rath or ringfort (ANT 43:26). The site is on the southwestern slopes of Artlone Hill, between the Artlone Road and Gloverstown Road, and was noted on the 1<sup>st</sup> Edition 6-inch map as a ‘fort’, shown on the 2<sup>nd</sup> Edition, but not recorded on later maps. No surface traces remain. As the Purple Route would be in cutting at this location, it is likely that there could be total destruction of any sub-surface remains.

East of the Lismaeloskey Road, the northern edge of this route option would be extremely close to a cropmark enclosure (ANT 42:23), noted on an aerial photograph. It is described as a circular enclosure c. 40m in diameter containing a concentric smaller enclosure c. 25m diameter. There are no traces of this site on the ground and did not appear very distinctly on the aerial photographs examined, appearing as a rough arc of paler grass, which was not convincingly archaeological looking. The ill-defined nature of this site means that it is not impossible that elements of this site, if archaeological in origin, could extend into the path of the Purple Route option.

As with the Red, Blue and Brown routes, the partial realignment of the Moneynick Road at its eastern end would traverse the site of a destroyed enclosure of uncertain origin (ANT 49:15). The road realignment would be in cutting at this location, however this site has already almost certainly been totally destroyed. It did not appear on the 1st edition OS map. It was marked on the 2nd edition OS map but was unlabelled and looked more like a tree ring than a rath. This map showed it almost obliterated by a road traversing the feature from east to west. It did not appear on the 4th edition map. It seems almost certain that this site (which may, in fact, not have been of archaeological origin) has been totally destroyed. Any fragmentary sub-surface traces could be ‘rescued’ by monitoring and this site should not be considered an issue of importance in determining the best route option.

##### *Red Route*

This would pass close to but south of an enclosure (levelled rath) and souterrain (ANT 48:13), as described in greater detail under the Blue Route. However, the location and extent of the accompanying souterrain are not totally clear.

As with the Purple, Blue and Brown routes, the partial realignment of the Moneynick Road at its eastern end would traverse the site of a destroyed enclosure of uncertain origin (ANT 49:15), (described above under the Purple Route).

##### *Blue Route*

The ‘enclosure (site of) and souterrain’ (ANT 48:13) located in Drumcullen, west of the Balynafey Road, would be directly affected by the northern edge of this route option. As the mainline would be in a substantial cutting at this location, it would almost certainly lead to the destruction of any sub-surface remains in the affected area. The site is described in EHS records, as follows: ‘On the south end of a gravel drumlin overlooking the lower undulating ground on the west, south and east in good quality pasture. The site has been ploughed out totally, and is marked only by the natural edges of the south end of the drumlin, and by the curve of the track around the south. In the south side, there is a souterrain, now closed. There is a story that this was a passage, leading across to Artlone Td. c. 1km away’. No reference to a souterrain in the townland of Drumcullen is made in the OS Memoirs for Duneane parish. In fact, the enclosure does appear as a ‘fort’ on the 1st edition OS map. It was c. 40m in diameter. There was no sign of the souterrain. The second edition OS map only indicated a hachured sub-circular enclosure marked ‘site of fort’. The souterrain was, again, not marked. On the 4th edition map, the site had disappeared, although the track’s curve indicated its former southern perimeter.

As with the Purple, Red and Brown routes, the partial realignment of the Moneynick Road at its eastern end would traverse the site of a destroyed enclosure of uncertain origin (ANT 49:15), (described above under the Purple Route).

##### *Brown Route*

The only known site that would be potentially affected is the site of a destroyed enclosure of uncertain origin (ANT 49:15), (described above under the Purple Route).

#### 6.3.5 Industrial Heritage

With reference to Figure 6.3.1, it is evident that there are no industrial heritage sites along or immediately adjacent to any of the approved route options. Four sites however would be within 500m of them, as described below.

The sites in question are Duneane Creamery in Moneynick (IHR 7158); a flax mill site in Moneynick, noted on the 3<sup>rd</sup> and 4<sup>th</sup> edition maps (IHR 7159); another flax mill site in Artlone (IHR 7157), noted as ‘flax mill (disused)’ on the 3rd edition map and as ‘flax mill’ on the 4th edition map; and, finally, a Corn and Flax Mill site in Derryhollagh (IHR 7040).

The latter consisted of a corn mill (Artoges) noted on the 1st and 2nd edition but not later (IHR 7040:1); a flax mill noted from the 2<sup>nd</sup> edition onwards (IHR 7040:4); a millrace shown from the 1st edition map onwards (IHR 7040:2); and a millpond (IHR 7040:3) noted from the 1st edition onwards.

The first two mills do not seem to appear on the early OS maps, and so may be late examples. The sites all lie several hundred metres from any of the route options. As they are well removed from all four route options, the only impact possible would be an indirect one on their settings. Before this could be assessed, it was important to determine what actually remains of these sites. The IHR only notes map

evidence and even this is restricted to the period between the 1830s and 1940s, often leaving us uncertain what the current state of the site is. Further examination proved inconclusive but revealed what appeared to be ruins at the flax mill (IHR 7159); ruins and a disused chimney at the flax mill (IHR 7157); an upstanding building labeled ‘filling station’ and ‘chimney’ at the creamery (IHR 7158); and possible ruins corresponding with the two mill buildings at Artoges Mill complex (IHR 7040:1 and 4). This suggested that some remains existed. A site visit showed that, while remains of these sites exist, they will apparently have no inter-visibility with the proposed routes and their settings will be unaffected. In conclusion, these are well-removed, largely low-grade remains, separated from the proposed routes by existing roads and buildings and are of no concern in terms of either direct or indirect impact.

### 6.3.6 Built Heritage

With reference to Figure 6.3.1, it is evident that there are very few listed buildings in the study area, and no built heritage sites along or immediately adjacent to any of the approved route options.

In terms of the Purple Route, no structures would be directly threatened. However, a group of listed structures, associated with Duneane Presbyterian Church, would be located approximately 150m north of the mainline. These are grouped closely together and consist of an early-mid 20th century B+ listed church, boundary walls and gates (HB/20/1/19); a probably 19th century B1-listed hall (former church), gate piers and gates (HB/20/1/20); and the B1-listed Cary memorial (HB/20/1/11), dating to 1860 in the graveyard. However, despite the relative proximity of the Purple Route, it appears that the view towards this route option from the graveyard and hall would be obscured by the church, trees and other buildings on the same side of the road, while buildings, trees and an apparent fall of the land to the south would apparently protect the view from the listed church.

In terms of the three southern route options, (Red, Blue and Brown), there would be no listed structures within 500 metres of any of them.

### 6.3.7 Scheduled and State Care Sites

There would be no ‘Scheduled’ or ‘State Care’ sites along or within 500 metres of the four approved route options.

### 6.3.8 Historic Gardens and Demesnes

Consultation with the EHS gardens register has confirmed that there would be no private parks or demesnes along or adjacent to any of the four route options. With reference to Figure 6.3.1, the nearest would be Shane’s Castle, south of Randalstown. The 6-inch OS maps do not appear to indicate any lesser supplementary sites adjacent to any of the route options.

### 6.3.9 Battlefields

Consultation with the EHS Battlefields register has confirmed that there would be no recorded battlefields along or adjacent to any of the four route options. The nearest would be the unlocated 1642 battle at Toome.

### 6.3.10 Defence Heritage Sites

Consultation with the EHS Defence Heritage register has confirmed that there would be no such recorded sites along or adjacent to any of the four route options.

### 6.3.11 Vernacular Buildings

No vernacular buildings have been noted along or adjacent to any of the four route options.

### 6.3.12 Archaeological Potential

The following is a general summary describing the potential for the various route options to throw up unknown archaeological sites and material, based primarily on an environmental deterministic approach. Specific known sites have already been discussed above.

The physical setting of the area between Randalstown and Toome is one of boulder clay lowland that, although considered good to middling land now, was apparently not attractive to farmers in the prehistoric period. This type of land first seems to have become attractive in the Early Christian period and is borne out in the sites and monuments record outlined already. No prehistoric sites are recorded in this area, although stray finds noted in the OS Memoirs indicate at least passing prehistoric activity. The limited areas of peat, alluvium and streams might feature remains of specialised wetland activity from Mesolithic camps to Bronze Age ‘burnt mounds’.

### 6.3.13 Summary

*Purple Route:* The biggest issue is that this route option would run through a levelled ringfort (ANT 43:26), west of the Artlone Road. The site is levelled but there may be substantial subsurface remains. It may also clip the southern edge of cropmark enclosure (ANT 42:23) east of Lismacliskey Road. It seems that the route would not impact on the settings of nearby listed structures at Duneane Presbyterian Church.

*Red Route:* No specific impacts, except a slight chance of possible peripheral impact on a levelled rath and souterrain (ANT 48:13) at Drumcullen.

*Blue Route:* By far the most important issue relating to this route is that of the levelled rath and souterrain (ANT 48:13) at Drumcullen. Existing proposals would badly impact on this site. The rath is largely levelled and is now a poor example of the type but there may be substantial subsurface remains

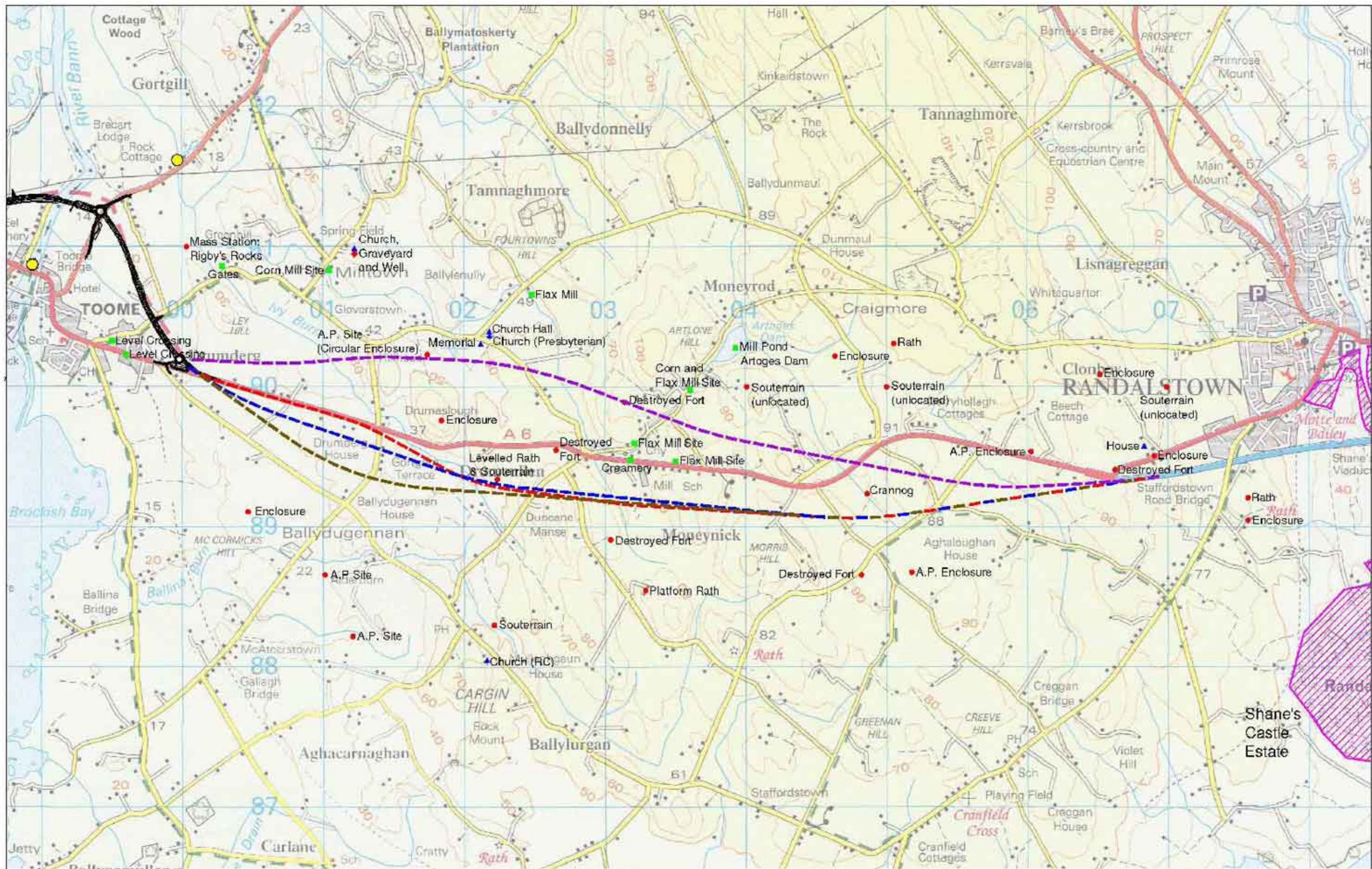
and the souterrain may survive fairly intact. Despite the state of the rath and its lack of any special protected status, this is a known archaeological site and it would be preferable if it was preserved.

*Brown Route:* No issues specific to this route.

*All Routes:* All four route options would impact on the admittedly somewhat dubious and probably already destroyed enclosure (ANT 49:15), at the point where the Moneynick Road out of Randalstown would be partially realigned to form a continual link with the remaining section of this road towards Toome.

The Brown Route would be the lowest impact option, only potentially impacting on a rather dubious site that has probably already been totally destroyed.

The Purple and Blue routes would substantially impact on any subsurface remains of the respective levelled rath sites that they run through. The Purple Route is probably marginally worse in that it also almost touches an AP enclosure and could impact on the setting of listed structures.



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Notes:

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

- PURPLE ROUTE
- RED ROUTE
- BLUE ROUTE
- BROWN ROUTE

**A6 RANDALSTOWN TO TOOME DUALLING**

**CULTURAL HERITAGE  
CULTURAL HERITAGE SITES**

Scale 1:25,000

Figure 6.3.1