

Appendix C17.11

Section 2 Detailed Walkover Survey and Photographic Record

Section 2 Field Walkover Survey (S – N – E): 25th June, 30th June, 1st July 2020

Ch. 0+00 – Ch.2+200 and roundabout tie-in (south of N13, Dromore)

The start point of the mainline, at Listellian townland consists good pasture and a prominent (high) platform at the roundabout area (**Plate S2-01**), before traversing alongside a commercial forested portion (Ch. 200-0+600) (**Plate S2-02**) at the highest elevation point (106m OD) in the local landscape which gives way to good pasture and natural platform area at Ch. 0+600-0+700 (**Plate S2-03**).



Plate S2-01: Ch. 00 – 200 (roundabout) – facing northwest



Plate S2-02: View from 00 towards Ch. 0+600 – Forestry



Plate S2-03: View of area Ch. 600-700 towards north

From Ch. 0+600 to 1+000 at Drumany townland, the mainline alignment passes the edge of the forested area and traverses northwards through relatively level good quality pasture, bounded by ditches and narrow

streams. Overall this elevated area (90m-100m OD) south of lowlands associated the River Swilly below, is considered to be of moderate archaeological potential (Ref. F-2-01) (**Plates S2-04 – S2-06**).



Plate S2-04: View of area Ch.0+600 – 0+800 at Drumany, facing south



Plate S2-05: View of area of Ch. 0+600 – 0+800 at Drumany, facing north



Plate S2-06: View of Ch. 0+800 – 1+000 at Drumany, facing south

At the area of the proposed link road a lo-res LiDAR feature L223-3 (ponds) (ITM 619951, 909868) were not visible at ground level and are likely to have been previously infilled. The field consists of good undulating pasture. An isolated tree is located within the field, which the landowner inferred is a fairy tree (Ref. F-2-02) (Ch. 600 of the proposed link road ITM 620014, 909778) (**Plates S2-07- S2-08**). It is noted that the tree is not of the native hawthorn species and does not retain any votive offerings, which are generally indicative elements associated with 'fairy tree' sites.



Plate S2-07: View towards L223-3 location, facing north



Plate S2-08: View of 'fairy tree', facing west ITM (620014,909778).

From Ch. 1+200 – 1+800 at Drumany the study area consists of a mixture of good pasture and tillage, including a natural (elevated) platform at Ch. 1+400 land (Ref. F-2-03) (considered of moderate

archaeological potential) and land undulation and stone clearance noted at Ch. 1+800 (**Plates S2-09-S2-11**). The former COI church (NIAH 40905301) is located outside the main assessment corridor, to the west of Ch. 1+600, and fronting the existing N13 (online upgrade for local road usage). The church is in use as offices and the main alignment is located a distance to the rear of same (**Plates S2-12 - S2-14**).



Plate S2-09: View of area of Ch. 1+200 - 1+400 at Drumany, facing north



Plate S2-10: View of area of Ch. 1+400 at Drumany, facing north



Plate S2-11: View of area of Ch. 1+800, Drumany facing north



Plate S2-12: View of former COI church (NIAH 40905301) facing northeast



Plate S2-13: View of laneway adjacent former COI church NIAH 40905301, facing east



Plate S2-14: View from rear of former COI church NIAH 40905301 towards the proposed mainline, facing east (road alignment located to rear of houses on ridge)

At the mainline area from Ch. 1+800 to Ch. 2+200 and roundabout tie-in to the south side of the N13 the lands are of good pasture which are located on the overall broad ridge in this area that rising south-eastwards (**Plate S2-15**). The area south of the existing N13 retains ribbon housing development and there is a crossing point on the former Strabane to Letterkenny narrow gauge railway line (1909-1960) (Ref. S2-BH04) (**Plates S2-16 – S2-17**). There is also a recorded road over rail bridge west of the mainline (NIAH 40905394) (**Plates S2-18 – S2-19**).



Plate S2-15: View of area of Ch. 2+200 facing south



Plate S2-16: View of former Strabane to Letterkenny narrow gauge railway line (S2-BH04)



Plate S2-17: View of former Strabane to Letterkenny narrow gauge railway line (S2-BH04)



Plate S2-18: View of deck and parapets of road over rail bridge NIAH 40905394



Plate S2-19: View of arch and elevation of road over rail bridge NIAH 40905394

Ch. 0+000 – 1+200 and link roads (Ballyraine – Bunnagee – Dromore)

From Ch. 0+000 to Ch. 0+200, the alignment footprint is retained to the rear of the urban streetscape the Letterkenny environs, along the N56. From Ch. 0+000 – 0+400, which forms part of S2AAP-01, the general area consists of largely disturbed and landscaped grounds currently facilitating a dirt bike track (**Plates S2-20 and S2-21**). The area has good panoramic views, especially towards the River Swilly, and consists of well-drained pastureland sloping southwards towards the river (**Plate S2-22**). Existing farm trackways were identified, and a portion of stone walling was identified in an area of scrub at ITM 618898, 911775, on the edge of the ZoN for DG053-026--- (**Plates S2-23 and S2-24**). The location of ringfort DG053-026--- (heavily disturbed) (Ch. 0+400) shows a slight variation in the landscape consisting of an ephemeral mound, although there is a possibility that this has been artificially landscaped (**Plate S2-25**). *It is noted that archaeological geophysical survey of this site was carried out by Earthsound Geophysics (June 2020) with some anomalies identified (linears) although modern interference and geological conditions were present, with no conclusive results regarding archaeological potential.*



Plate S2-20: General landscape view at Ch. 0+400



Plate S2-21: View of general landscape facing west at Ch. 0+200 - 0+400



Plate S2-22: View from alignment footprint area towards River Swilly, Ch. 0+350



Plate S2-23: View of trackway and ridges at Ch. 0+400, facing north



Plate S2-24: View of stone wall, (ITM approx. 618898, 911775) Ch. 0+300



Plate S2-25: View of location of ringfort DG053-026---

On the southern banks of the River Swilly (Ch. 0+600 – 0+800) is an area of reclaimed lands so named 'Milk Isle' (**Plate S2-26**). There is reference to a former brickworks (Ref. F-2-04) in this area per the National Folklore Collection and it forms part of S2AAP-01.



Plate S2-26: View of general landscape and Milk Isle, facing north Ch. 0+600 – 0+800

At Ch. 1+200 in Dromore townland, immediately south of the River Swilly, the landscape consists of overgrown shrubs and portions of disturbed areas (industrial sheds and hardstands). The general area south of the River Swilly at Bunnagee, consists of a combination of drained and wet flat pasture/rough pasture, (land drainage in places, due to low-lying ground in close proximity to the river flood plain) (**Plates S2-27 – S2-29**). The ground gradually rises (moderately drained) toward the existing N13 at the south, within the Dromore area and proposed roundabout junction tie-in with the existing N13 dual carriageway.



Plate S2-27: View of proposed roundabout junction area near ch. 0+200 (Dromore) facing south



Plate S2-28: View from between roundabout junction areas at Dromore, facing north



Plate S2-29: View from between roundabout junction areas at Dromore, facing south

The area to the west of Dromore townland (and east of Bunnagee industrial park) consists of moderately good pasture, slightly disturbed in parts and rising to the south and existing N13 (Plates S2-30 and S2-31). An existing access road leads to the industrial business premises in this area (Plate S2-32).



Plate S2-30: General view of alignment link areas at Bunnagee/Dromore, towards River Swilly, facing north



Plate S2-31: General view of alignment link areas at Bunnagee/Dromore, towards River Swilly, facing north

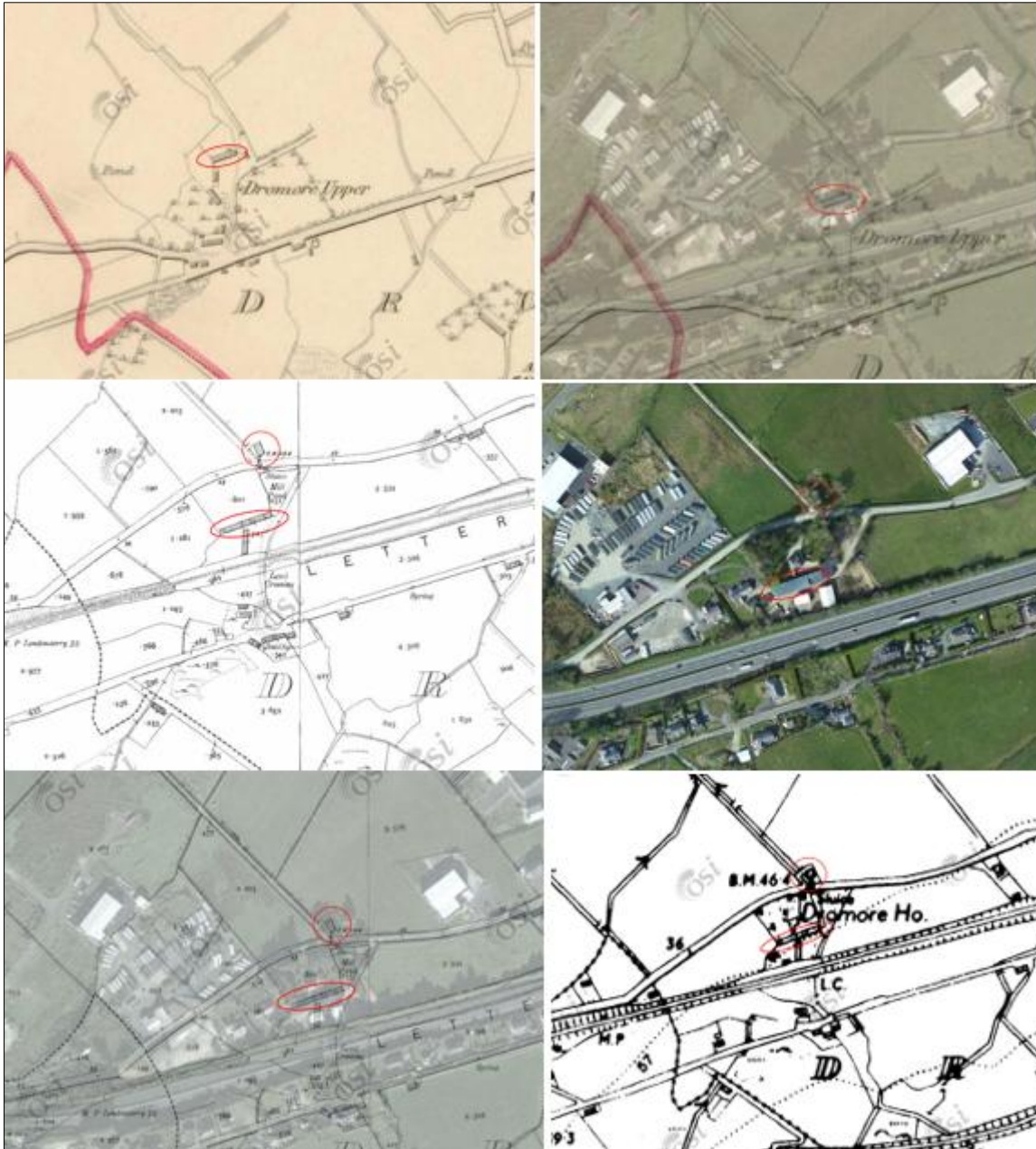


Plate S2-32: View of existing road (same layout as proposed link approx. ITM 620326, 910997)

A possible mill-related or barn structure (ITM 620024, 910833) (**Plate S2-33**) was noted at the area of Dromore House, outbuildings and former mill pond and sluice (Ref. F-2-06) (Ch. 0+450). The area is accessed immediately north of the existing N13. 'Dromore Upper' complex (Ref. F-2-05) (Ch. 0+500) is indicated on the 1st ed OS mapping including the long SW-NE extending outbuilding associated with Dromore House, whilst on the 2nd ed OS mapping (1905) shows the possible mill structure, mill pond and sluice. Dromore House is indicated on the 3rd ed Cassini mapping (1940s).



Plate S2-33: View of mill-related structure at Dromore House area



1st, 2nd and 3rd ed OS map editions showing development of Dromore House complex including mill structure/ponds/sluiice

During survey and inspection was made of NIAH structures 40905390 (mill) and 40905339 (pair of houses) at Dromore townland. It was observed that the former mill has been largely demolished in 2019 due to its risk of collapse (landowner pers. comm.) (**Plates S2-34 – S2-37**). There is a single portion of a gable wall remaining with the mill wheel in situ. The remaining wall presents cracks and is in an unstable condition. A millstone was noted on the ground surface adjacent the mill structure. A pair of semi-detached two-storey vernacular houses, possibly associate with the former mill are recorded on the NIAH record (40905339) however, upon inspection these houses have been entirely removed and replacement dwellings are in its place (**Plates S2-38 – S2-39**).



Plate S2-34: View of remaining wall elevation of mill structure NIAH 40905390



Plate S2-35: View of mill wheel on gable end of mill structure



Plate S2-36: View of external wall elevation of former mill structure (NIAH 40905390)



Plate S2-37: View of millstone associated with former mill (NIAH 40905390)



Plate S2-38: Side view of new houses at location of former NIAH recorded houses 40905339



Plate S2-39: Front elevation of new houses at location of former NIAH recorded houses 40905339

Trimragh/Drumcreggan Junction on existing N13

At the area of a proposed link road (Ch. 00 - 550) north of the existing N13, at Drumcreggan there is a notable prominent ridge with level platform atop (Ref. F-2-07) (ITM 620974, 911242) which is considered to be of archaeological potential (**Plates S2-40 – S2-42**). The recently added (2023) SMR DG053-059--- possible enclosure is located on the lower floodplains of F-2-07, which was also noted in the LiDAR assessment (L212-3). Note that this possible enclosure was tested in 2025 and no archaeology was noted. The ridge falls steeply northwards to low moderately drained flat pastureland (adjacent the River Swilly banks) at Farsetmore (it is noted that there is reference to a historic battle between the O'Neills and O'Donnells, with the former advancing into O'Donnell territory by crossing the Swilly to its northern banks at Farsetmore (1567).



Plate S2-40: Area of link road at Drumcreggan, facing north and general area of Farsetmore. The location of possible enclosure DG053-059--- is on the low-lying ground beyond the level ridge treeline (north)



Plate S2-41: Area of link road at Drumgreggan, facing northeast



Plate S2-42: Area of link road at Drumgreggan, facing northeast

At the area of Trimragh townland, on the north side of the existing N13, there is record of a number of prehistoric rock art locations (DG053-027001- to DG053-027004-). A large rock outcrop was identified in a

centric position on top of a mound (possibly natural geological form) (ITM 621432, 911763), within the ZoN for site DG053-027001-. However, whether this is the location of site DG053-027001- could not be confirmed as the whole area was completely overgrown with shrubs and ferns (**Plate S2-43**). The remaining recorded sites DG053-027002- to DG053-027004- were not located and no further traces of stones or rock outcrops were observed in the general area.



Plate S2-43: View of prominent rock outcrop, possibly location of DG053-027001-

At the area of the Trimragh junction (Ch.00-350), north of the existing N13, there is higher ground which slopes down westwards to a lower wet area bounded by a stream acting as a townland boundary (same stream as the one identified south of N13) (at Ch. 200) (**Plate S2-44**). The landscape in this area appears to have possibly had some disturbance in the past.



Plate S2-44: View of Ch. 100 to Ch. 200, lower wet area converging with stream/townland boundary, north of existing N13 at Trimragh junction area

There is record of a church and graveyard having been discovered during the building of the railway line (now occupied by the existing N13) (DG053-028--- and DG053-028001-) at Ch. 1+500. The area immediately south of the existing N13 at Trimragh is noted as the 'site of' the church and graveyard and is completely overgrown with scrub and young trees (**Plate S2-45**). No traces of the graveyard or church were located, confirming the description of the ASI.



Plate S2-45: View of the general area of church and graveyard DG053-028--- and DG053-028001-

At the location of the proposed link road and roundabout junction at Trimragh-Dromore (Ch. 0+00 to 0+300) south of the existing N13 there is a prominent ridge/platform area of pasture, that is divided by a natural stream which also forms the townland boundary of Trimragh/Drumgreggan (**Plates S2-46 – S2-51**).

Note that subsequent to field walkover survey, this area including that of the church and graveyard site (DG053-028--- and DG053-028001-) has been subject to archaeological testing in part (TA2 Trimragh). A burnt spread was noted at ITM 621220, 911219 and although access was restricted in areas, final testing works took place in September 2021 with no archaeological features noted (AMS Ltd. 2022b).



Plate S2-46: View of link road and junction area south of N13 at Trimragh, facing north



Plate S2-47: View of link road and junction area south of N13 at Trimragh, towards stream facing northeast



Plate S2-48: View of link road and junction area south of N13 at Trimragh, towards stream/townland boundary facing northeast



Plate S2-49: Natural stream dividing the two fields and townlands of Trimragh and Drumgreggan, facing south



Plate S2-50: View of link road and roundabout junction area south of N13 at Trimragh, facing south



Plate S2-51: View of link road and roundabout junction area south of N13 at Trimragh, facing north

Ch. 1+600 to 3+550

The area of mainline between Ch. 1+600 and 3+550 is online upgrade only along the existing N13 dual carriageway, save for a local access road at the Rossbracken area (Ch. 2+400 – 3+000). This area consists of good quality, level pasture (**Plate S2-52**).



Plate S2-52: View at Ch. 3+000 Rossbracken, facing southwest

At the terminus area and tie-in roundabout link with Raymoghly townland, at Ch. 100-200 there is a well-drained area that slopes steeply to the west (and the Corkey River beyond) whilst at Ch. 200-420 the existing road verge (tree planted embankment) was noted (**Plate S2-53**).



Plate S2-53: View at terminus area in Raymoghly (south of existing N13 roundabout area), facing northwest